

centre street

urban design guidelines

November 13 2013



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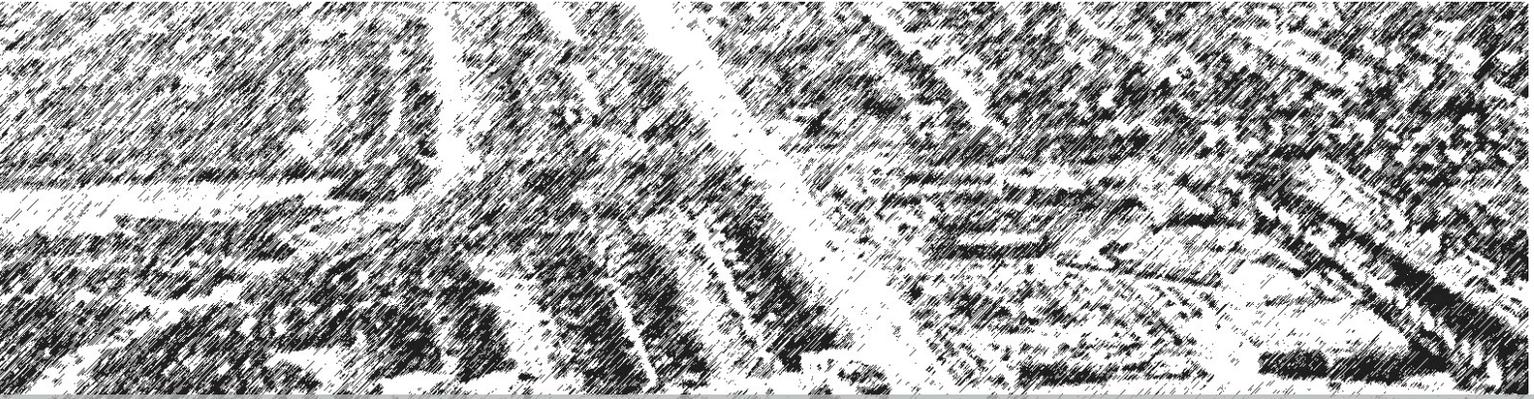
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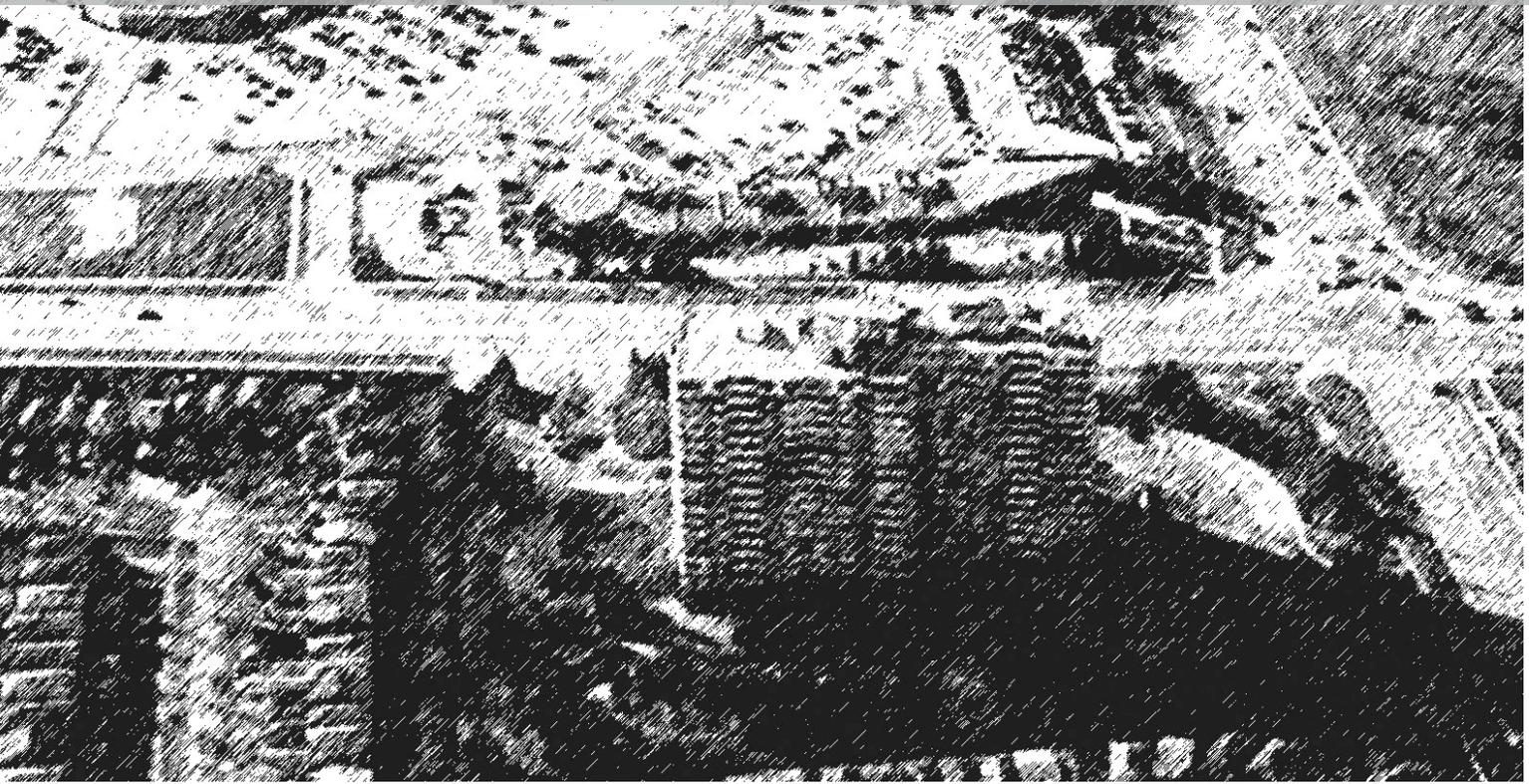
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Implementation

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The purpose of this study is to ensure that the Corridor's transformation is planned and designed appropriately to ensure that future development supports transit and intensification objectives, while at the same time, ensuring that future development respects and complements adjacent stable neighbourhoods.





Introduction

Centre Street is poised to experience considerable transformation in the coming years, driven by the introduction of the Highway 7 West Rapidway. Aside from the significant investment in transit infrastructure, the future transformation of the Centre Street Corridor is also envisaged in the York Regional Official Plan, which designates the study area as a Regional Corridor, and Vaughan's new Official Plan, which identifies the study area as a Primary Intensification Corridor.

As part of its effort to plan for the future intensification of this area, the City of Vaughan had initiated the Centre Street Corridor Study, with the objective of shaping and guiding public realm investments and redevelopment along Centre Street. To that end, a number of complementary documents were prepared that included a Land Use Study for a segment of the study area; a Streetscape Plan to inform and supplement the design of the Rapidway along Centre Street; and these Urban Design Guidelines to give shape to the City and Regional policies for this corridor. A process that engaged the community and stakeholders informed all these documents and is further outlined in the Background Report.



1.1 Study Area

The study area is approximately 3 kilometers in length extending along both sides of Centre Street, from Bathurst Street in the east, to the Highway 407 and Highway 7 corridors to the west. The study area also includes consideration for the lands centred on the Promenade Mall, generally bounded by Centre Street to the north, Bathurst Street to the east, Clark Avenue West to the south, and New Westminster Drive to the west.

1.2 Purpose

The purpose of the Urban Design Guidelines (Guidelines) is to provide appropriate standards and benchmarks applicable to the public realm and new development along the Centre Street corridor. These Guidelines are informed by Guiding Principles first established in the Thornhill Centre Street Study (2004), which were confirmed and refined at the beginning of the process leading to their preparation. In addition, the Guidelines seek to provide the municipal development approval process with clarity and a reasonable degree of predictability by establishing a common understanding of design criteria amongst developers, the community and the City, early in the design and planning of new developments.

The Urban Design Guidelines set out to give shape to the land use policies for the Centre Street corridor. They help to provide clarity on what the intended development outcome ought to be, tailored to the unique circumstances and opportunities of this place in the city. Early in the Corridor Study, the following objectives were presented to help articulate the urban design intent:

Create a **destination** with a strong **visual identity** and **sense of place** by enhancing the **landscape** and **built environment**

Promote **high quality** by enhancing the **streetscape**, **open spaces**, **pathways**, **architecture** and **amenities**

Develop a **mixed-use and transit-supportive** corridor that:

- Evolves from an **auto-oriented** street to a **multi-modal** corridor;
- Enhances the **pedestrian experience** and **facilitates pedestrian movement** throughout the area;
- Provides a **unified** and **high quality streetscape** design;
- Integrates **environmental sustainability** into the design;
- Ensures **development** is of an appropriate **scale** that **engages the street** and **transitions to the existing neighbourhoods**; and,
- Ensures that all **public and private spaces** are designed in a manner that is **accessible**, **safe** and subject to **informal surveillance**.

1.3 Document Organization

The Centre Street Corridor Urban Design Guidelines are organized into the following six sections:

Urban Design Principles & Objectives

Section 2.0 provides guiding principles and objectives that underpin the rationale and approach to the Urban Design Guidelines.

Urban Design Framework

Section 3.0 provides the overarching structure plan that informs both the Public Realm and Built Form Guidelines.

Public Realm Guidelines

Section 4.0 provides guidance for the key components within the public domain, including streets and open spaces.

Built Form Guidelines

Section 5.0 provides guidance for the form and design character of buildings, including types, height, massing, street interface, placement and parking.

Green Initiatives Guidelines

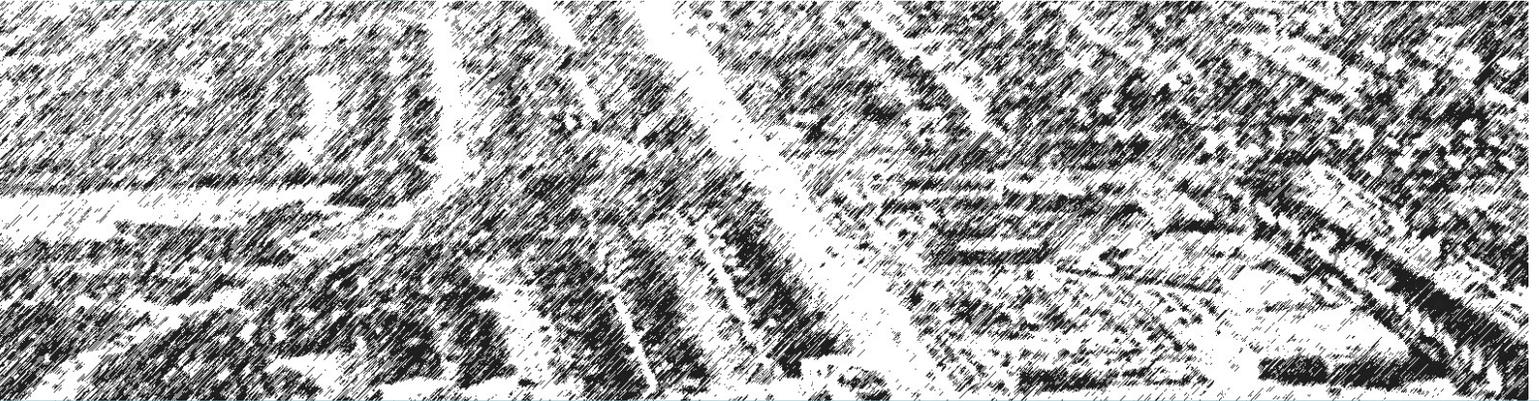
Section 6.0 provides further guidance for the public realm and built form by emphasizing sustainable technologies, resource efficiency, and responsible consumption. This section addresses such issues as energy efficiency, water conservation and management, material resources and solid waste, sustainable programs, and lighting.

Demonstration Concepts

Section 7.0 provides conceptual demonstrations of potential development scenarios that are consistent with these Guidelines.

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Urban Design Principles & Themes





Urban Design Principles & Themes

2.1 Urban Design Principles

The Thornhill Centre Street Study (2004) was a comprehensive visioning exercise that first set in motion the planning process for creating an urban design framework for the area. Out of that process, which included significant public consultation, a set of enduring guiding urban design principles were defined that continue to remain relevant and that informed these Guidelines. They are as follows:

Streetscape Quality

- To promote a pedestrian friendly street environment through high quality design throughout the area.
- To create a strong community focus building on a principal “Main Street” and local gateways.
- To ensure commercial development is planned as street-related and pedestrian and transit friendly.
- To ensure public and private realms are designed to maximize safety, security and pedestrian comfort.
- To create a strong gateway and “Main Street” elements with a positive street edge and a strong relationship through built form, massing, orientation and layout.
- To provide varied built form to create an attractive, interesting streetscape and identifiable gateways.
- To create a strong Town Centre focus through an enhanced built environment, including design, signage, planting, lighting and a unified civic image.



Community Connections

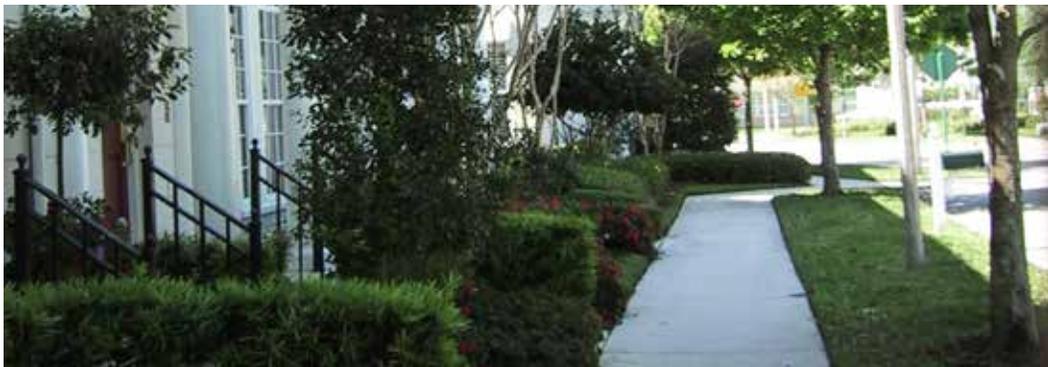
- To encourage pedestrian connectivity from the street and Town Centre into the established community through the creation of an integrated street, pathway, and open space system.
- To create a network of streets, laneways, and driveways within the Town Centre to service both short and long-term development.
- To create a vibrant, safe “Main Street” that links the north/south and east/west elements of the Town Centre.
- To provide private and public connections along Centre Street that promote pedestrian movement to the street and key gateway elements.
- To encourage connectivity throughout the area with open space, parkland, pathways, and semi-public open space elements.
- To ensure the area is serviced as a barrier-free, inviting community.

Transit-Supportive Planning & Built Form

- To ensure commercial and residential density are at a sufficient level to reinforce the viability of local and regional transit.
- To encourage higher density mixed-use development into the Town Centre and key gateway locations.
- To encourage higher lot coverage in specific areas with a decrease in surface parking.
- To promote shared and structured parking within the Town Centre.
- To support the viability of transit by planned and coordinated land use, transportation infrastructure and urban design.
- To promote planned intensification within underutilized parcels along the corridor that is consistent with the planned vision of the area.

Sensitivity to Adjacent Development

- To ensure that development throughout the area is of a human scale and provides a sensitive transition to surrounding neighbourhoods.
- To provide a long-term structure to the area by a planned street and parking layout that will allow future intensification consistent with the planned vision of the area.
- To ensure compatible and complementary uses and built form to the existing community.



2.2 Urban Design Themes & Objectives

The following urban design themes and objectives provide an overview of the key physical elements envisioned for the Centre Street corridor that are consistent with the Urban Design Principles and that underpin the Urban Design Framework and Guidelines in the subsequent sections.

A Legible & Hierarchical Urban Structure

The corridor presents a variety of opportunities and constraints to the scale and intensity of development and so change will not occur uniformly. Five distinct built character areas are identified along the corridor, each having their own development and design objectives.

Transition in Two Directions

The scale of potential development areas, existing and potential land uses, and proximity to existing established neighbourhoods dictate that the scale and intensity of new developments ought to step down and transition across the corridor as well as to the adjacent low-rise residential areas.

A String of Community Focus Areas

In conjunction with significant new development there are opportunities to create a series of strategically sited focus areas for the various character areas along the corridor that can include the convergence of synergistic uses such as public squares, transit stops and animated commercial functions such as cafes, services and convenience stores.

Enhanced Visual & Physical Connections

Important for linking together the three-kilometer corridor as well as to the adjacent neighbourhoods; reinforcing the identity of the area; and, for orienting visitors are design features such as gateways, extending street or pedestrian routes, and architectural features that respond to strategic locations such as important intersections and view corridors.



Gateway/Focus areas that create a destination and promote a sense of place



Building transition to surrounding community



Pedestrian and cyclist friendly environment



Streets designed as an unifying element that support retail uses



Distinctive street typology that create a sense of place



Streets designed as part of the open space network



High quality larger scaled development



Streets as an unifying element that deliver a sustainable strategy

Complete Streets

Supporting a transit corridor requires an inviting, convenient and safe environment for walking and cycling that is provided through interconnected street networks; adequately scaled, lit and appealing pedestrian sidewalks and paths; and, safe and linked cycling networks with strategically located bicycle parking areas. This is fundamentally about making alternative choices to driving easier.

A Unified Streetscape with Different Characteristics

Although Centre Street will have strong elements that will unify it across the corridor, it should also respond to the varying characteristics of the adjacent existing and/or potential land uses with respect to setbacks, sidewalk conditions and landscaping treatments.

A Framework to Grow Into

The opportunities for development vary along the corridor and change may occur over many years. – this includes the potential transformation of the Promenade Mall. Accordingly, emphasis is placed on coordinating aspects such as appropriate land use and built form configurations and rational street and block networks so that incremental changes over time amount to a coherent and appealing urbanized corridor.

Going 'Green'

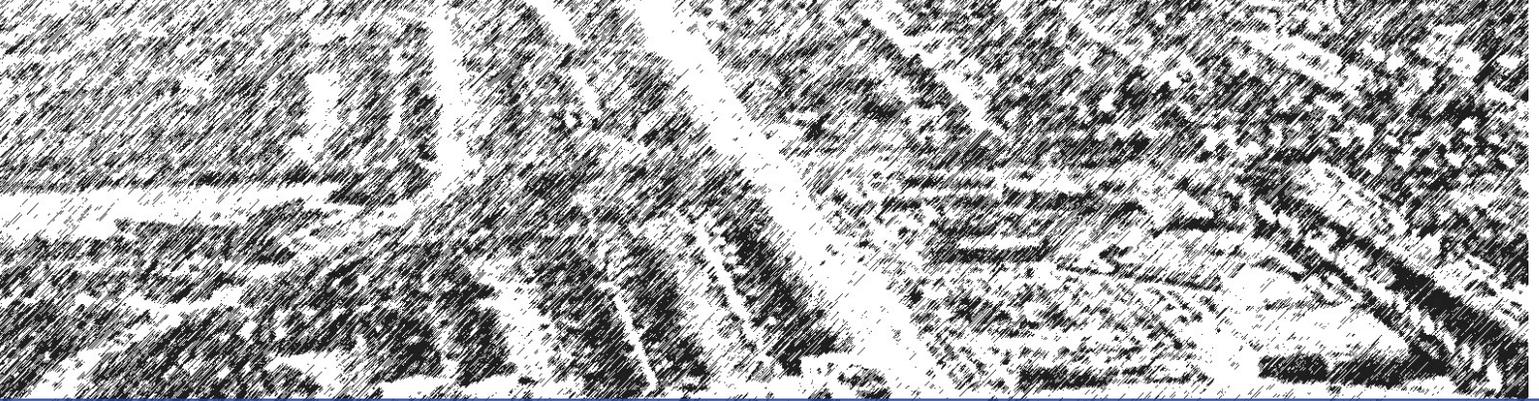
Building on the benefits of transit infrastructure for creating a more sustainable community, this is the time to harness the tremendous opportunity for a complementary and comprehensive sustainable urban design strategy that introduces best practices in the design of the public realm and new buildings.

Quality Matters

Key to creating a more livable and appealing Centre Street corridor is the attention to design and architectural quality. Larger scaled developments have great civic obligations to providing high quality materials, architectural excellence and enhanced public realm settings.

3

Urban Design Framework





Urban Design Framework

The Urban Design Framework provides the overarching physical plan that shapes and informs these Urban Design Guidelines. This Framework is necessary for understanding the varying built patterns and elements that will define the Centre Street Corridor, and that will be realized through coordinated development and its relationship with the public realm. The key components that comprise the Urban Design Framework are organized according to Character Areas, Civic Elements, Connections and Open Spaces.

Urban Design Framework

-  Existing Streets
-  Existing Parks
-  Existing Schools
-  Existing Major Building
-  Rapidway Transit Static
-  Viva Bus Terminal

Civic Elements

-  Gateways
-  Focus Areas
-  Key Building Frontages
-  Key Corner Sites
-  View Terminus Sites
-  Key Public Art Sites

Urban Character Areas

-  Town Centre
-  Gateway Centre
-  Village
-  Esplanade
-  Neighbourhoods

Open Spaces

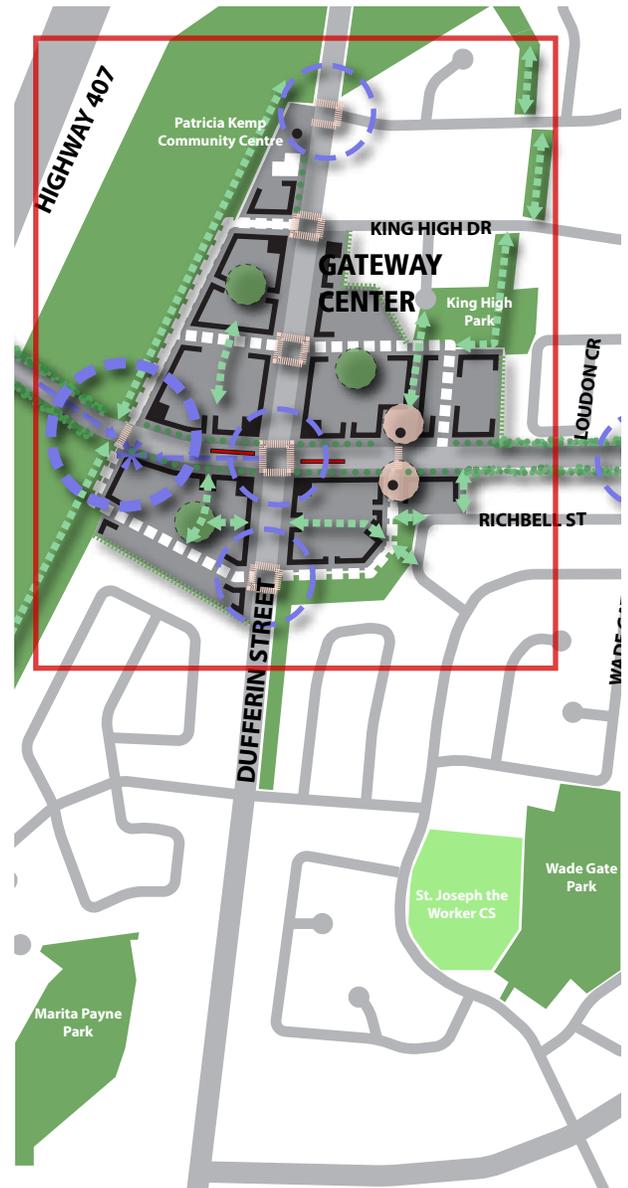
-  Potential Urban Squares *
-  Potential Parks *
-  Landscaped Buffer

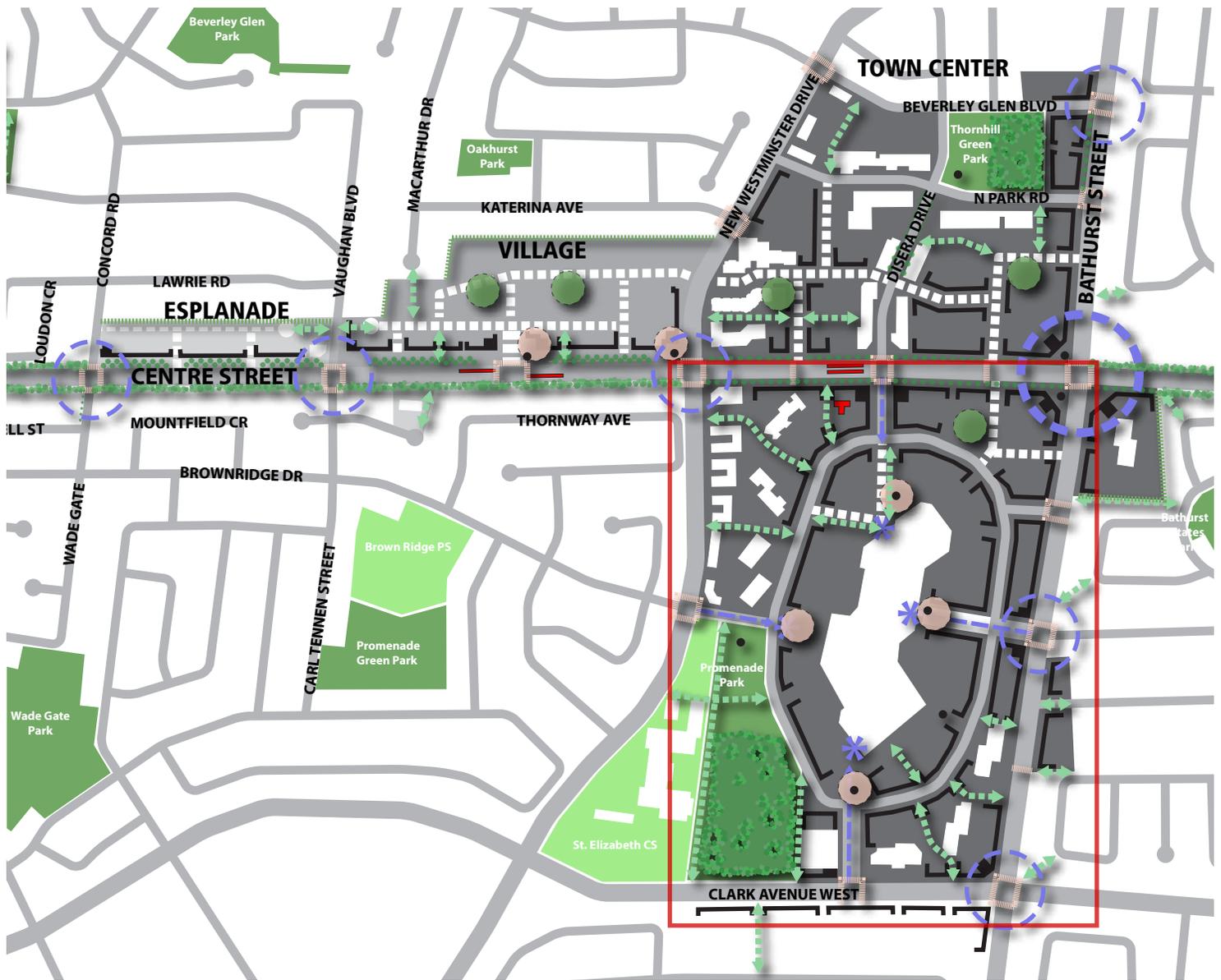
Connections

-  Potential Street Connections
-  Pedestrian Connections
-  Key Crosswalks
-  Centre Street Streetcapes
-  Avenue
-  Boulevard
-  Greenway

* Ownership, scale and location will be determined through further study.

 May be subject to amendments upon further detailed study.







3.1 Urban Character Areas

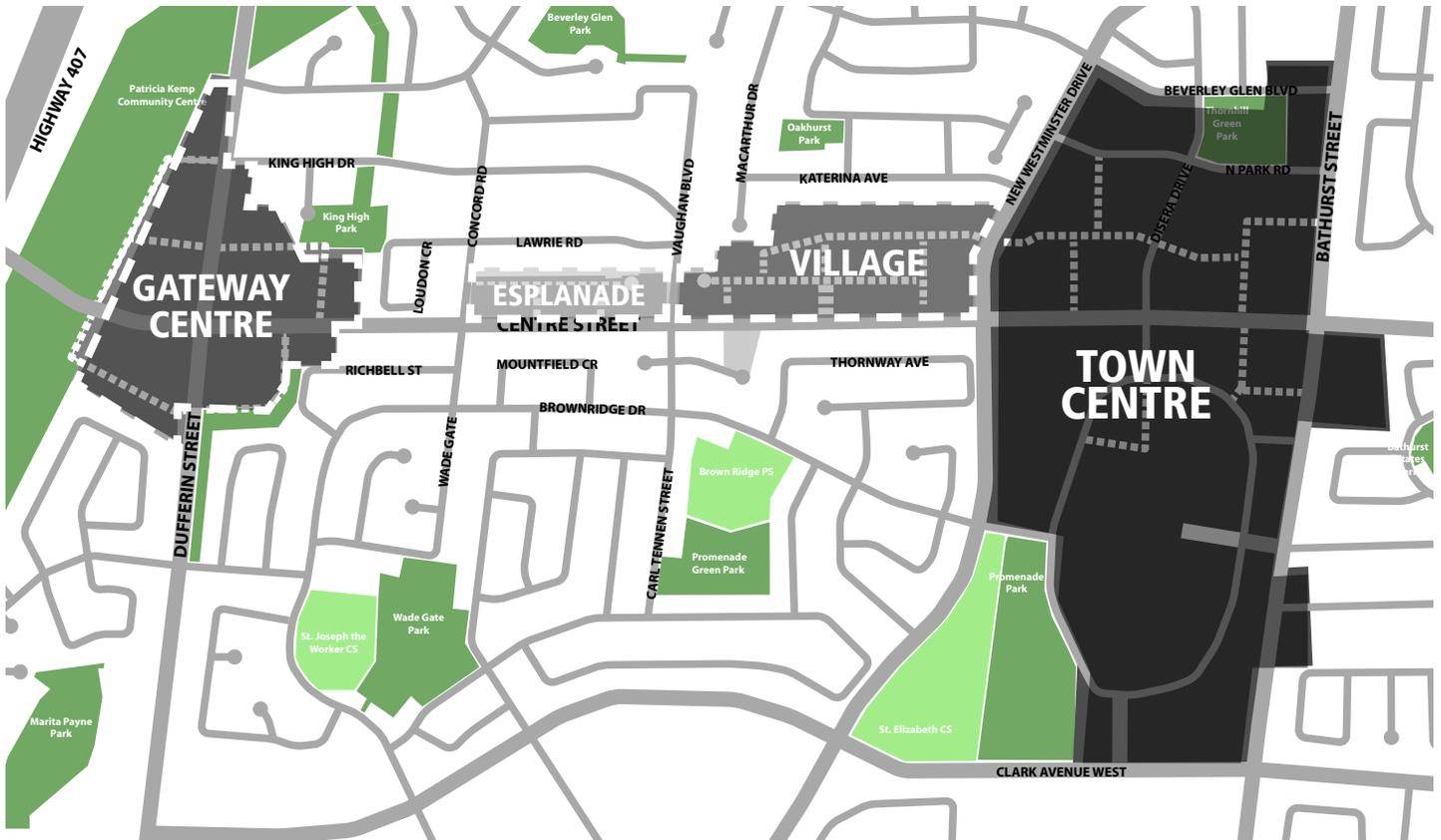
Development and change along the Centre Street Corridor will not occur uniformly. Identifying distinct Urban Character Areas serves to provide a rational hierarchy for guiding appropriate uses and forms of development that is consistent with policy and that is responsive to local constraints and opportunities. The prevailing existing and emerging land uses, scale of buildings, and building typologies primarily define the different character areas. In doing so, a legible urban structure is reinforced that ensures there is a transition in the scale and intensity of uses and built form between areas of differing character.

Not subject to these guidelines but of important consideration are those character areas identified as Neighbourhoods. These are established low-rise residential areas for which minimal change is anticipated. Accordingly, the urban design objectives for adjacent Character Areas and supporting guidelines seek to protect and respect these areas by ensuring that adjacent developments provide appropriate transitions and built form relationships to Neighbourhoods.

The Centre Street Corridor is comprised of the following distinct Urban Character Areas and accompanying urban design objectives, as defined by their existing and potential land uses, built form and public realm features:

- **Town Centre Character Area**
- **Village Character Area**
- **Esplanade Character Area**
- **Gateway Centre Character Area**

These are discussed in detail on the following pages.



Urban Character Areas

-  Town Centre
-  Gateway Centre
-  Village
-  Esplanade
-  Neighbourhoods



Town Centre Character Area

The Town Centre is generally bounded by Bathurst Street to the east, New Westminster Drive to the west, Beverley Glen Boulevard to the north, and Clark Avenue West to the south. To the north of Centre Street these lands are currently comprised of a variety of large format retail, row-houses, mid to high-rise apartments and the popular 'main street' format retail uses along the south end of Disera Drive. The lands south of Centre Street are centred on the Promenade Mall that is ringed by large surface parking areas. At the periphery are a variety of smaller scale commercial uses, row houses, mid and high-rise apartments in tower-in-park forms, as well as open spaces and institutional uses. A Viva bus terminal is located at the south west corner of Centre Street and Disera Drive.

The key urban design objectives are as follows:

- The Town Centre will have the greatest scale and intensity of uses on the Centre Street Corridor, configured in a compact, mixed use and pedestrian-oriented form.
 - This area is well suited for significant cultural, entertainment and other civic uses that may have a regional draw.
 - Key Focus Areas that are priority locations for pedestrian-oriented uses, attractions and complementary built forms include: the Disera Drive north and south of Centre Street, intersecting with the transit station and bus terminal, and ringing the northern edges of the Promenade Mall; and, the east main entry into the Promenade Mall off Bathurst Street, midway between Centre Street and Clark Avenue.
 - Potential Urban Squares are identified adjacent to the main entrances into the Promenade Mall.
 - To provide a comfortable sense of enclosure for pedestrians and to reinforce a vibrant urban environment, buildings should be placed close and oriented to Centre Street with continuous at-grade retail uses.
 - High quality streetscapes and open spaces will serve a diverse and growing population and provide for appealing community connections and gathering spaces.
- Infill and redevelopment should reinforce smaller walkable block sizes with buildings that are street-oriented, providing animated and pedestrian-scaled grade level conditions.
 - As much as possible, on-street parking will be provided throughout and parking facilities will not be visible from public areas, provided primarily below-grade or in structured garages integrated into developments and sleeved with at-grade uses.
 - A variety of building types can be accommodated but predominantly in mid to high-rise forms with the tallest buildings directed to the centre of these lands and away from established low-rise neighbourhoods.
 - All new developments will step-down and transition in height to established neighbourhoods, and will minimize shadow and wind impacts on open spaces and Focus Areas.
 - The Promenade Mall lands hold great potential for intensification with surface parking replaced by underground or structured parking integrated into mixed-use developments.
 - In the event that the mall is considered for redevelopment, these lands should be comprehensively considered to among other things ensure the creation of a pedestrian-scaled street and block structure.
 - Existing tower-in-park developments should be encouraged to allow for residential or mixed-use additions or infill developments that can better integrate these forms into a more urban context while providing for more human-scaled street interfaces.



There are a number of examples of malls that have been redeveloped or integrated into pedestrian oriented, mixed use areas



Village Character Area

The Village is generally bounded by New Westminster Drive to the east and Vaughan Boulevard to the west, the rear yards of the residential area on the south side of Centre Street, and the rear and flank yards of the homes along Katerina Avenue and MacArthur Drive to the north. These lands are currently comprised of a variety of commercial uses in automobile-oriented formats, including several plazas, grocery store and service station. Large surface parking areas are generally located in the front or side yards with servicing and loading at the rear. A vacant site is located at the northeast corner of Vaughan Boulevard and Centre Street. The Village holds great potential to transition into an appealing mixed use neighbourhood with a unique sense of place and a destination for the surrounding community.

The key urban design objectives are as follows:

- The Village will provide a transition in scale and intensity of uses from the Town Centre area, configured in a compact, mixed use and pedestrian-oriented form.
 - Lands directly abutting existing low-rise residential homes will also provide a low-rise residential character and landscaped buffers as an interface with these properties.
 - A Focus Area that is a priority location for pedestrian-oriented uses, attractions and complementary built forms corresponds to the new key public access road into these lands and includes the proposed rapid transit stations, midway between New Westminster Drive and Vaughan Boulevard.
 - Two potential Parks are identified in a central location and two potential Urban Squares are identified at the New Westminster Drive intersection and within the Focus Area adjacent to the transit stations.
 - Given the rear-lotting along the south side of Centre Street, new buildings will provide a generous setback so to create a unique and inviting boulevard that will provide a comfortable sense of enclosure for pedestrians and an appealing frontage for street-oriented retail uses.
- High quality streetscapes and open spaces will serve a diverse and growing population and provide for appealing community connections and gathering spaces.
 - Infill and redevelopment should reinforce smaller walkable block sizes with buildings that are street-oriented, providing animated and pedestrian-scaled grade level conditions.
 - Where feasible, on-street parking will be provided throughout and parking lots will not be visible from public areas, provided primarily below-grade or in structured facilities integrated into developments and sleeved with at-grade uses.
 - The predominant form of buildings will be low to mid-rise with the tallest buildings directed to the New Westminster Drive intersection, adjacent to the Town Centre.
 - All new developments will step-down and transition in height to established neighbourhoods, and will minimize shadow and wind impacts on open spaces and on the Focus Area.
 - As much as possible, pedestrian connections to and from the neighbourhoods should be provided, while preventing potential vehicular traffic infiltration or impacts such as noise and lights through limited connections, landscape buffering and the directing away of loading and parking access areas.
 - Vaughan Boulevard serves as a gateway to the neighbourhoods to the north and new developments at this intersection should reinforce the residential scale and character of those neighbourhoods.





Esplanade Character Area

The Esplanade is generally bounded by Vaughan Boulevard to the east, Concord Road to the west, the rear yards of the residential area on the south side of Centre Street, and the rear and flank yards of the homes along Lawrie Road to the north. An isolated property on the south side at 1074 Centre Street, east of Vaughan Boulevard is also part of the Esplanade given its similar attributes. Relative to other Character Areas, these lands are most constrained for development due to the relatively shallow lot depths and proximity to Neighbourhood areas. Currently, they are comprised of mostly modest residential homes set far back from the street, some of which are vacant or containing office or commercial uses. Recent developments include a 2.5 to 3-storey office/commercial building.

The key urban design objectives are as follows:

- The Esplanade will provide a transition in scale and intensity of uses from the Village Character Area area, configured in a compact, mixed use and pedestrian-oriented form.
 - Lands directly abutting existing low-rise residential homes will also provide a low-rise residential character and landscaped buffers as an interface with these properties.
 - Infill and redevelopment should provide green amenity areas to the rear with buildings that are street-oriented, providing animated and pedestrian-scaled grade level conditions.
 - Given the rear-lotting along the south side of Centre Street, new buildings will provide a generous setback so as to create a unique and inviting boulevard that will provide a comfortable sense of enclosure for pedestrians and an appealing frontage for street-oriented retail uses.
 - At-grade retail uses will be small in scale providing for specialty shops, services and restaurants oriented to the immediate community.
- As much as possible, on-street parking will be provided and parking lots will not be visible from public areas, provided primarily below-grade with modest allowances at the rear.
 - The predominant form of buildings will be low-rise with some mid-rise at mid-block locations along Centre Street.
 - All new developments will step-down and transition in height to established neighbourhoods.
 - Vehicular traffic impacts on adjacent neighbourhoods such as noise and lights will be minimized through landscape buffering and the directing away of loading and parking access areas.
 - Vaughan Boulevard and Concord Road serve as gateways to the neighbourhoods to the north and new developments at these intersections should reinforce the residential scale and character of those neighbourhoods.





Gateway Centre Character Area

The Gateway Centre is centred in the Dufferin intersection and generally bounded by the Highway 407/Hydro corridor to the west; the rear yards of homes along Anthony Lane in the southwest; the rear, flank and front yards of homes along White Boulevard and Richbell Street in the southeast; the rear and flank yards of homes along Loudon Crescent, Belfield Crescent and King High Drive to the northeast. Currently, these lands are comprised of vacant lots, homes and a service station to the south of Centre Street; strip commercial plazas, small office buildings and King High Park to the northeast; and, large-scale development of medium and large format retail and office uses to the northwest. At the far north tip is the Patricia Kemp Community Centre. Current policies generally permit only commercial uses north of Centre Street and low-rise residential to the south; however, future planning studies may revise these uses.

The key urban design objectives are as follows:

- The Gateway Centre will be served by a rapid transit station and is comprised of large-scale lots that are appropriate for accommodating higher intensity mixed-uses over the long-term. When and if permitted land uses are revisited in this area, the urban design objectives for the character and configuration of development should be similar in principle to that of the Town Centre and Village Character Areas.
- Lands directly abutting existing low-rise residential homes will either provide a low-rise residential character and/or landscaped buffers as an interface with these properties.
- A Focus Area east of Dufferin is proposed that is a priority location for pedestrian-oriented uses, attractions and complementary built forms, and that corresponds to the potential mid-block open space linkage between King High Park to the north and a linear green space associated with the storm water swale to the south.
- A potential Urban Square is identified on the north and south side of the Focus Area.
- High quality streetscapes and open spaces will serve a diverse and growing population and provide for appealing community connections and gathering spaces.
- Infill and redevelopment should reinforce smaller walkable block sizes with buildings that are street-oriented, providing animated and pedestrian-scaled grade level conditions.
- As much as possible, on-street parking will be provided throughout and limited visibility of surface parking lots from key street frontages and public areas. Where possible, parking should be provided below-grade or in structured facilities integrated into developments and sleeved with at-grade uses.
- Pending a future land use study, the predominant form of buildings will be low-rise office buildings, buildings accommodating a variety of retail formats, and low-rise residential forms preferably as row-houses.
- All new developments will step-down and transition in height to established neighbourhoods, and will minimize shadow and wind impacts on open spaces and on the Focus Area.
- As much as possible, pedestrian connections to and from the neighbourhoods should be provided, while preventing potential vehicular traffic infiltration or impacts such as noise and lights through limited connections, landscape buffering and the directing away of loading and parking access areas.
- King High Drive serves as a gateway to the neighbourhoods to the east and new developments at this intersection should reinforce the residential scale and character of those neighbourhoods.



3.2 Civic Elements

Civic Elements are the potential aspects of the Centre Street Corridor that can reinforce a distinct 'sense of place' and that enhance the experience and orientation one has when moving through the area. Together these elements lend to the celebration of the local community, provide a sense of entry, help orient visitors, highlight important landmark sites and intersections, and strengthen visual and physical connections along the corridor and between different Character Areas. New developments should be consistent with and reinforce these civic elements.

The key Civic Elements include:

Gateways

Clearly defining gateway sites serves to signal key points of entry into the Centre Street Corridor as well as the Urban Character Areas, reinforces area identity, and enhances orientation. While major Gateways are identified for either end of the Centre Street Corridor, minor Gateways can also be considered at a number of other key entry points and intersections. Gateways provide opportunities to coordinate the design of open spaces, landscaping, signage, public art and architecture so as to create a clear sense of entry into distinct areas. Public realm and built form guidelines are provided for sites within Gateway areas.



Focus Areas

Focus Areas are identified throughout the Centre Street Corridor where opportunities exist to create synergies between land uses, circulation and public realm features so as to create a series of key nodes of pedestrian activities and attractions. These can be associated with a combination of opportunities such as key street destinations like Disera Drive, major access points into or through Urban Character Areas, and/or rapid transit stations. Focus Areas can be reinforced and enhanced with important community gathering spaces such as Urban Squares; cultural and institutional uses such as galleries or libraries; highly animated commercial uses such as shops, restaurants and cafes; distinctive streetscaping; public art; and, architectural features and landmarks.



Key Building Frontages

Critical to creating an inviting pedestrian environment is ensuring development that addresses and is oriented to key streets and open spaces. Defining appropriate setbacks and ensuring animated grade-level activities and frequent access points will help to create a comfortable sense of enclosure, vibrant street life and enhance the sense of safety and security of public spaces through 'eyes-on-the-space'. Built form guidelines are provided to address matters such as building placement, grade level conditions and the character of the street wall.



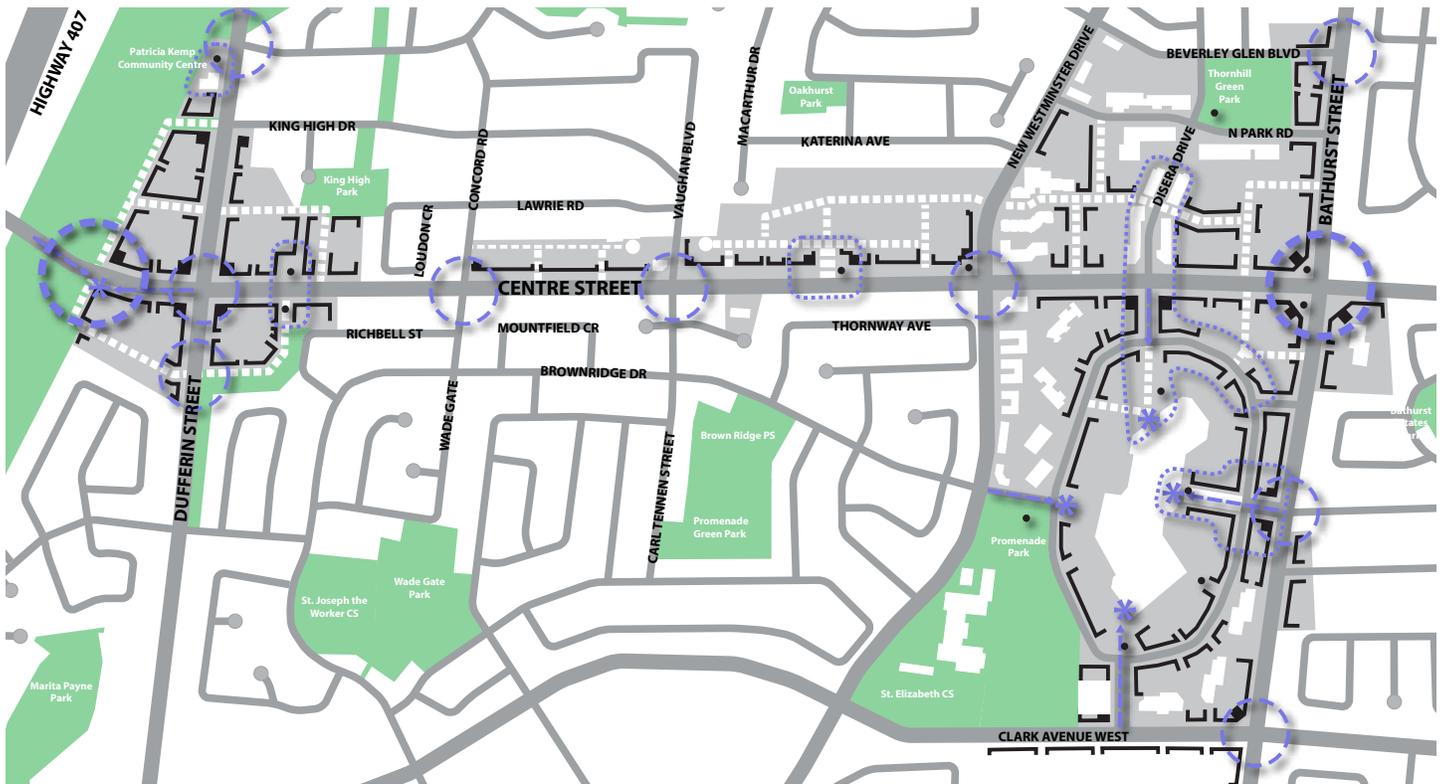
Visual Terminus & Key Corner Sites

Visual Terminus and Key Corner Sites identifies visually prominent locations at the end of view corridors, key intersections and/or Gateways that should be reinforced and enhanced in conjunction with new development. These strategic sites provide opportunities to enhance area identity and orientation through the massing of building, orientation of entries, public art installations and/or architectural features. Built form guidelines are provided for these unique and important civic opportunity sites.



Prominent Public Art Sites

Public Art provides an opportunity to enhance community identity and civic pride, orient visitors and celebrate local talent. Prominent Public Art Sites are identified throughout the Centre Street Corridor and generally correspond to prominent public realm locations such as View Terminus Sites, Urban Squares and Parks, Gateways and/or key intersections. Guidance for public art is provided in the Public Realm Guidelines.



Civic Elements

-  Gateways
-  Focus Areas
-  Key Building Frontages
-  Key Corner Sites
-  View Terminus Sites
-  Key Public Art Sites

3.3 Open Spaces

Open Spaces are the potential aspects of the Centre Street Corridor that serve to provide recreational activities, accessible green landscaped spaces or buffers, and community gathering areas. Together, these elements serve to provide the exiting and emerging communities with essential open space amenities that will strengthen and enhance the area’s liveability while reinforcing Gateways, Focus Areas and key open space connections across the Corridor. Design guidance for these spaces is provided in the Public Realm Guidelines.

The key Open Space components include:

Potential Urban Squares

Urban Squares are open spaces that are generally paved areas that are more modest in scale than typical parks and where high pedestrian traffic is anticipated. They serve as key gathering places for the community and can accommodate occasional events and festivals. They are often complemented by a variety of pedestrian traffic generators such as cultural and institutional uses, concentrations of retail uses, and transit stations. Within the Centre Street Corridor, Urban Squares generally correspond to Focus Areas and key destinations such as the Promenade Mall. Urban Squares may be public or private publicly accessible spaces.



Parks are open spaces that are generally landscaped areas for both passive and active recreational activities. They serve as important amenities for the new residential population as well as the surrounding neighbourhoods. The potential locations of new Parks are conceptual and generally correspond to central sites within major development blocks. The scale and programming will hinge on a variety of factors such as adjacent land uses, densities and local needs. Parks may be public or private publicly accessible spaces.





Open Spaces

-  Potential Urban Squares
-  Potential Parks
-  Landscaped Buffer

Landscaped Buffers

Landscaped Buffers are linear green open spaces that serve to provide an appealing and ‘soft’ transitional interface between new development areas and the backyards of exiting low-rise homes in adjacent neighbourhoods. They also can assist in mitigating any potential visual impacts associated with headlights, loading and parking areas. The scale and extent of these open spaces will vary and may be comprised of trees, shrubs, planting beds, swales (which may include bio-retention), and pedestrian pathways.



3.4 Connections

Connections are the potential aspects of the Centre Street Corridor that serve to strengthen and enhance the physical linkages within and between Urban Character Areas, as well as to the surrounding neighbourhoods. Although vehicular movement is accommodated, the emphasis of the Urban Design Framework and supporting Guidelines is on greatly improving the pedestrian experience, with respect to convenience, safety, comfort and visual appeal. In doing so, a culture of walking can be encouraged and nurtured so as to support transit use, stimulate foot traffic within and from surrounding areas, and create a vibrant street life that will strengthen the viability of street-oriented retail uses while enhancing the sense of safety and security. Design guidance for these connections is provided in the Public Realm Guidelines.

The key components for Connections include:

Potential Street Connections

Potential Street Connections correspond to be public or private connections within large development areas and that link to the broader street network. These connections are to accommodate vehicular, pedestrian and cycling movement and where appropriate and possible extend existing streets into the development areas. The alignments are conceptual and intend to provide guidance for creating a rational and walkable street and block structure.



Pedestrian Connections

Pedestrian Connections correspond to existing and potential linkages through development areas and to surrounding neighbourhoods. These pathways, sidewalks or trails serve to complement the street networks and provide an additional network of convenient, safe and appealing connections to encourage and support the walkability of the Centre Street Corridor. These connections generally correspond to mid-block locations, end of street links, and linear open spaces.





Connections

- Potential Street Connections
- Pedestrian Connections
- Key Crosswalks
- Centre Street Streetcapes
- Avenue
- Boulevard
- Greenway

Crosswalks

Important to creating a convenient and safe pedestrian environment as well as stimulating pedestrian movement within retail contexts, are the provision for well articulated street crossing points that are aligned with desired walking patterns and destinations. Well-articulated Crosswalks are identified for all signalized intersections within the Centre Street Corridor. Opportunities for mid-block signalized Crosswalks are also identified for consideration, as they correspond to potential important pedestrian routes associated with future street connections, open spaces and trails.



Enhanced Centre Street Interface

A key objective of these Guidelines and further articulated in the Streetscape Plan is the enhancement of Centre Street to create an inviting pedestrian environment, support transit, ensure the viability of retail uses, reinforce a unique area identity, and to help unify the corridor. While consistent streetscape elements will be introduced to unify the corridor, the streetscape must also respond to a variety of localized opportunities and constraints associated with existing and potential land uses that may differ along or on either side of Centre Street. Accordingly, three streetscape interface types have been identified that inform both public realm and built form considerations:

Avenue Streetscape Interface

Corresponds to segments of Centre Street where both sides of the street have potential development opportunities so as to create a more typical 'main street' urban environment. Accordingly, buildings should be placed closer to the street edge with continuous retail at-grade. This streetscape interface is suited for the Town Centre and Gateway Centre Urban Character Areas.



Boulevard Streetscape Interface

Corresponds to segments of Centre Street where only one side of the street has potential development opportunities. To create an inviting pedestrian environment, appealing address and attract viable high quality retail uses, a broader setback is proposed so as to create a splendid promenade attraction that would include broad sidewalks and multiple rows of street trees. There may also be an opportunity to create a flexible street shared with pedestrians running parallel to Centre Street than provides for on-street parking and is design like a linear paved plaza that can be closed to vehicular traffic for festivals or markets. This streetscape interface is suited for the Village and Esplanade Urban Character Areas.



Greenway Streetscape Interface

Corresponds to the remaining segments where existing neighbourhoods meet Centre Street, but homes either back onto or flank the right-of-way. These locations will primarily serve as pedestrian through-routes rather than destinations. Accordingly, the interface provides an opportunity to create an inviting linear 'green ribbon' that is more recreational and naturalized in character.





The public realm refers to those areas that are available for public use and which most directly affect people's urban experiences. This can include such elements as streets, blocks, parks, and urban squares.





Public Realm Guidelines

The public realm refers to those elements that are in or contiguous with the public domain, including lands in public ownership or that are privately held but publicly accessible. The Public realm Guidelines are organized according to the following components:

- Internal Street & Block Layout
- Streetscapes & Pedestrian Connections
- Open Spaces
- Gateways, Wayfinding & Public Art Sites

The Centre Street Public Realm Guidelines provides guidance for all publicly accessible elements within the corridor, including development lands. The guidelines help to shape new and existing public spaces so as to reinforce the objectives of the

Urban Design Framework. The goal of these guidelines is to provide standards, benchmarks and tools to create a coherent and high quality public realm, while at the same time providing the flexibility necessary to allow for creative and thoughtful responses.

These Public Realm Guidelines work in concert with other policy and guidelines applicable to the Centre Street Corridor Area. Where Site-Specific Guidelines are applicable and provide greater detail on similar matters, they supersede these more general guidelines. Where developments do not conform to the guidelines but propose alternative standards, they should be assessed to ensure that the intent and spirit of the Urban Design Framework and Guidelines for the Corridor are met.

4.1 Internal Street & Block Layout

Streets comprise the most significant part of the public realm and attention to their layout and design is essential to creating a mixed-use, transit-supportive, and pedestrian-oriented urban corridor. Complementary to Centre Street and the broader street network will be the creation of internal street and block networks that will serve large development or redevelopment areas.



Existing Streets

- Centre Street
- Major Arterials
- Minor Arterials
- Local Streets

Proposed Streets

- Proposed Streets



Fine grained street network



Balances pedestrians and cyclists while connecting the Corridor to surrounding communities

The layout and design of internal street and block networks should:

- a.** Provide a well connected, integrated, and permeable street network serving the immediate area, connecting to the Centre Street Corridor and, where appropriate, linking to the surrounding network of streets.
- b.** Comprised of a grid or modified grid pattern with block lengths in the range of 100 to 160 metres, otherwise mid-block pedestrian connections should be provided.
- c.** Strive to be 'complete streets' balancing all modes of movement, and consistent with the hierarchy and design of Streetscapes outlined in Section 4.2.
- d.** Facilitate infill development while accommodating existing buildings and their functions.
- e.** Provide appropriate and supportive interfaces with existing and desired land uses and built forms
- f.** Be supportive of transit use through direct, comfortable and appealing pedestrian routes to stations.
- g.** Strive to be appealing and inviting public space environments enhanced through street trees, landscaping, paving treatments, pedestrian and cyclist amenities and coordinated street furnishing.
- h.** Incorporate on-street parking where feasible.

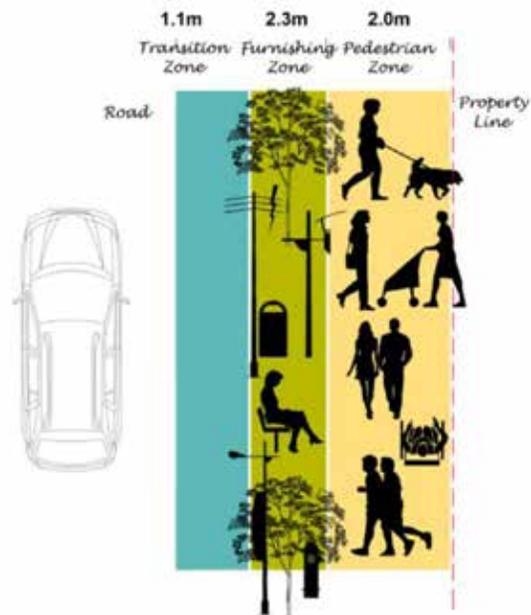
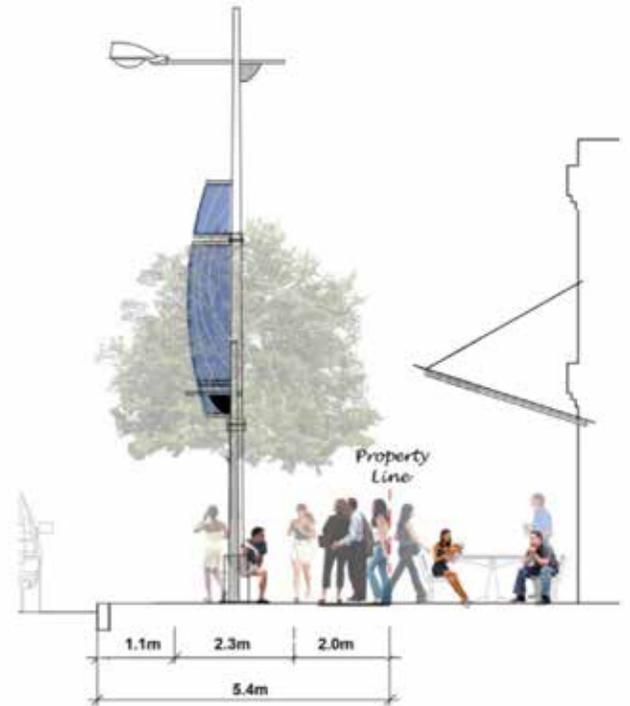
4.2 Streetscapes & Pedestrian Connections

A hierarchy of streetscape types can be considered for retrofitting existing streets or where new streets are introduced on larger development sites along the Centre Street Corridor. This network is supported complemented by a various types of pedestrian connections. The following section outlines the character, function and guidelines for Streetscapes and Pedestrian Connections.

Consistent to all Streetscapes are a number of functional components that are combined and that may vary in scale and character. They can include:

- Roadway (Travel and Turn Lanes)
- Parking Lay-by
- On-Street Parking
- Bike lanes
- Landscaping & Furnishing Zone
- Sidewalk Clearway
- Commercial Zone (within ROW or Setbacks)

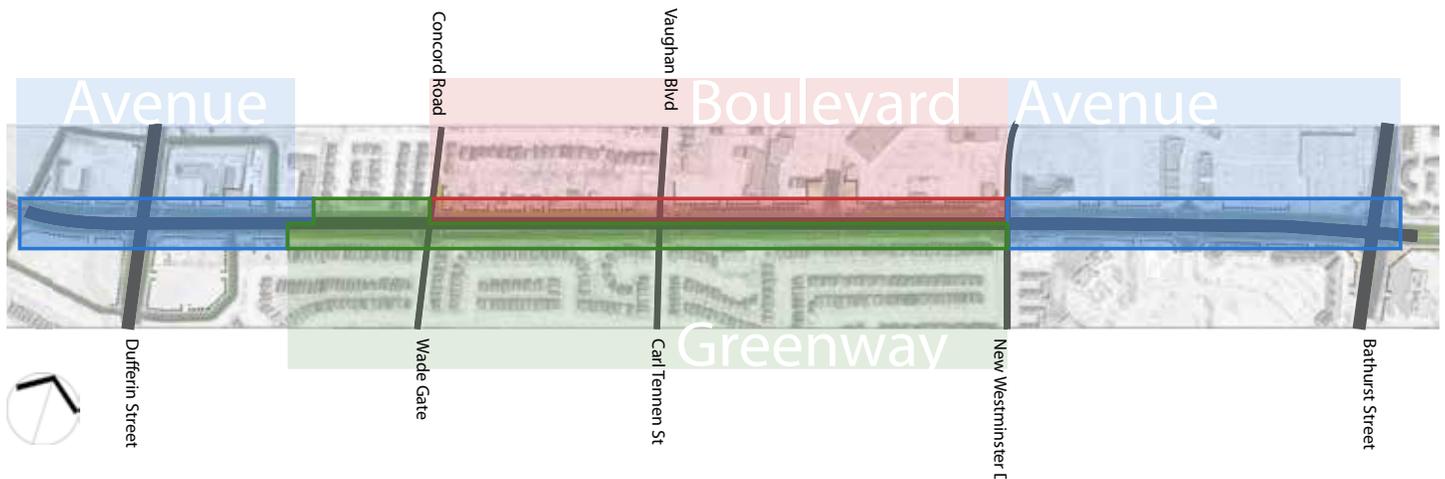
The Streetscapes accommodate a range of different overlapping zones such as pedestrian zone - which should be wide enough to allow an uninhibited flow of pedestrian users; the furnishing zone - including planting, benches, pedestrian lighting, trash receptacles etc.; and the transition zone where continued street lighting, fire hydrants and 'kill strips' would be located at close proximity to the higher speed traffic and within a comfortable distance from pedestrian users.



Viva Next conceptual diagram of boulevard cross section

4.2.1 Centre Street Streetscape

Centre Street is comprised of a variety of streetscape types to respond to different land use opportunities and constraints along the corridor. Detailed descriptions and guidelines for each of these types are provided in the Centre Street Streetscape Plan. For the purposes of these Guidelines, those streetscape types that interface with potential development lands and that inform the Built Form Guidelines are provided. They include options for Avenues and Boulevards.



Streetscape types along the Centre Street corridor

4

Public Realm Guidelines

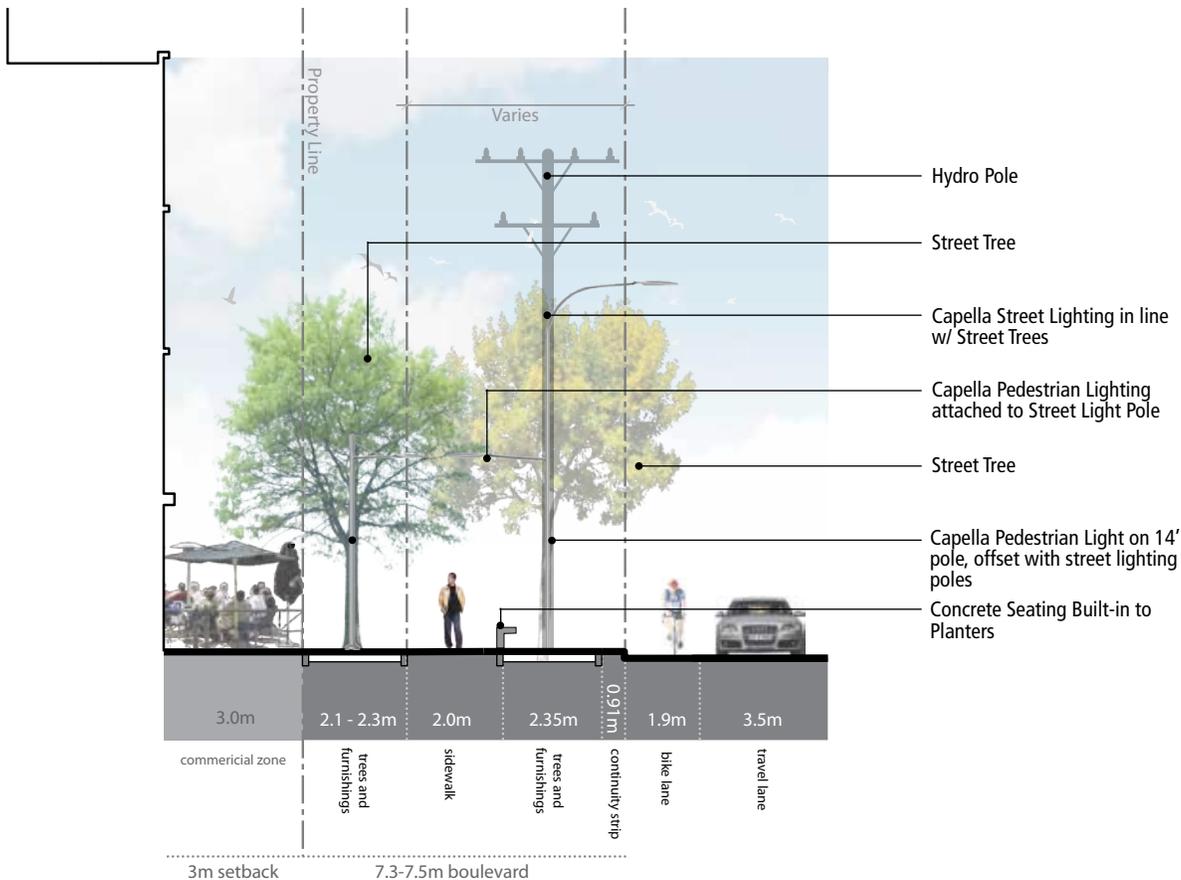
Avenue Streetscape Typical

The Avenue typology applies to areas with potential for continuous at-grade retail/commercial uses on both sides of Centre Street. This corresponds with the Town Centre and the Gateway Centre Urban Character Areas as set out in the Urban Design Guidelines. Accordingly this typology will be utilized in the vicinity of the Dufferin Street intersection and between New Westminster Drive to Bathurst Street.

Public Right-of-Way Features include:

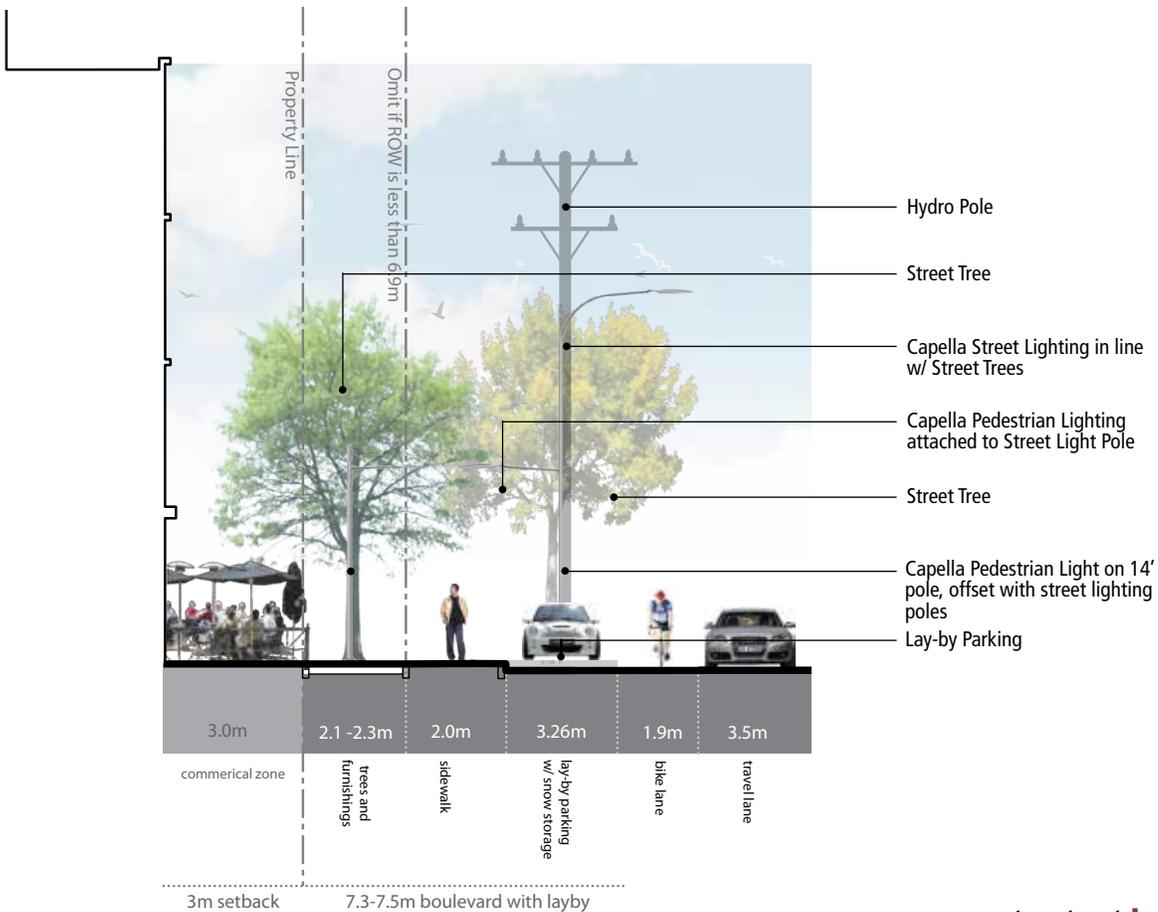
- 7.3-7.5m Boulevard within the Public Right-of-Way;
- 0.91m Paver Continuity adjacent to roadways as per YRRT Details;
- 3.26m Parking lay-by with snow storage provided on either end where possible;
- 2.35m Tree and Furnishing Zone Adjacent to Roadway with rain gardens, street lighting and hydro poles, unless a parking lay-by is provided;

- All streetscape pedestrian light poles to be located within the public right-of-way. Therefore, poles need to be located in the curbside Tree and Furnishing Zone if the second zone between the sidewalk and property line is not entirely within the public right-of-way.
- 2.0m Concrete Paved Sidewalk / unit pavers at key intersections
- 2.1m to 2.3m Tree and Furnishing (w/ pedestrian lighting) Zone Between Property line and Sidewalk;
- Street Tree plantings planted in long connected trenches covered with walkable grates in zone between setback and sidewalk;
- Pedestrian scale lighting;
- Custom concrete benches built in to planters;



Avenue Streetscape with Lay-by Parking

Identical to Avenue Streetscape Typical but with lay-by parking where feasible.



4

Boulevard Streetscape Typical

As the urban intensity transitions from the Town Centre coupled with the constraint of back-lotted residential neighbourhoods, the Boulevard typology is tailored to respond to this unique single-side urban condition. Occuring on the north side of Centre Street between Concord Road and New Westminster Boulevard, the Boulevard typology corresponds to the Esplanade and Village character areas.

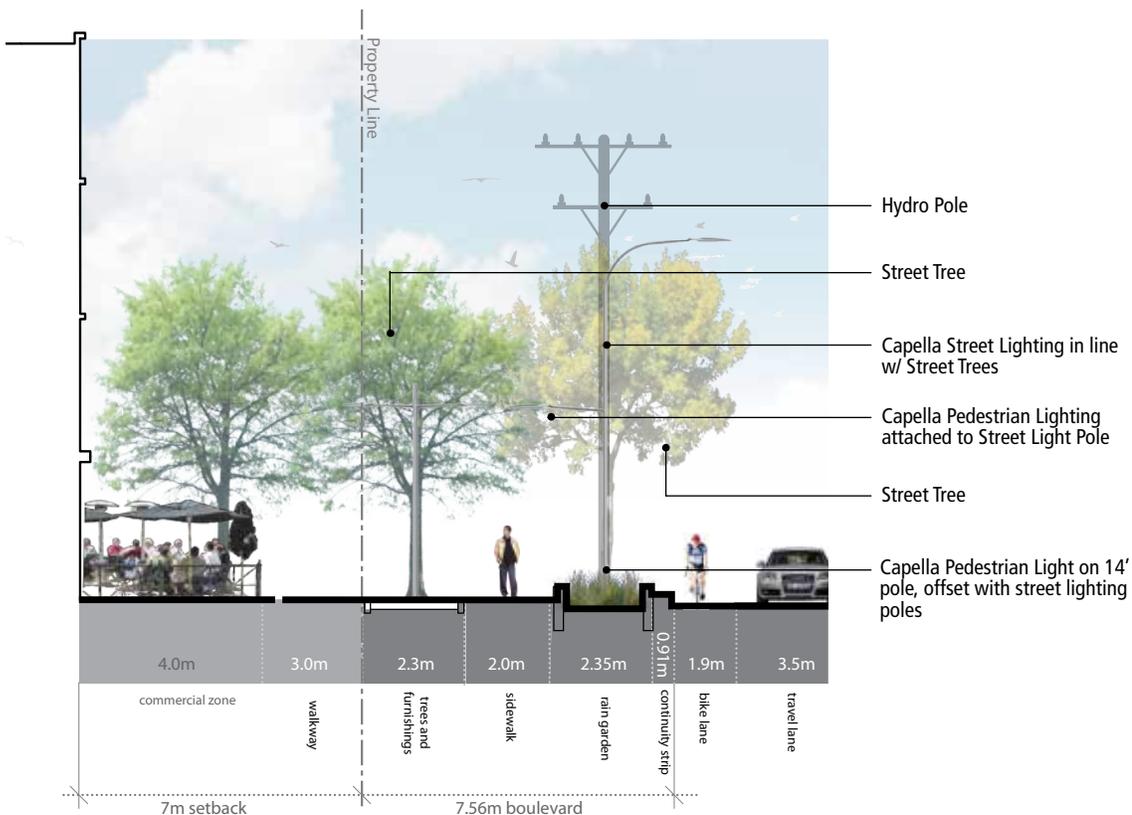
Both public right-of-way options share the following features:

- 7.56m Boulevard within the Public Right-of-Way;
- 0.91m Paver Continuity strip adjacent to roadways per YRRT Details;
- 3.26m Parking lay-by with snow storage provided on either end where possible;
- 2.35m Tree and Furnishing Zone including opportunities for long rain garden planters, except when prevented by lay-by parking;
- 2.0m Concrete Paved Sidewalk at midblock / concrete unit pavers at key intersections
- Pedestrian scale lighting;
- Custom concrete benches built-in to planters.
- Rain garden

Commercial Frontage

(Option 1 - Typical Boulevard Treatment)

- 7.0m Setback Width;
- 4.0m Business amenity space, allowing for integrated sidewalk cafes and/or commercial activity. Amenity space to be primarily hardscape and to include trees planted in tree grates.
- Second row of trees to be planted.

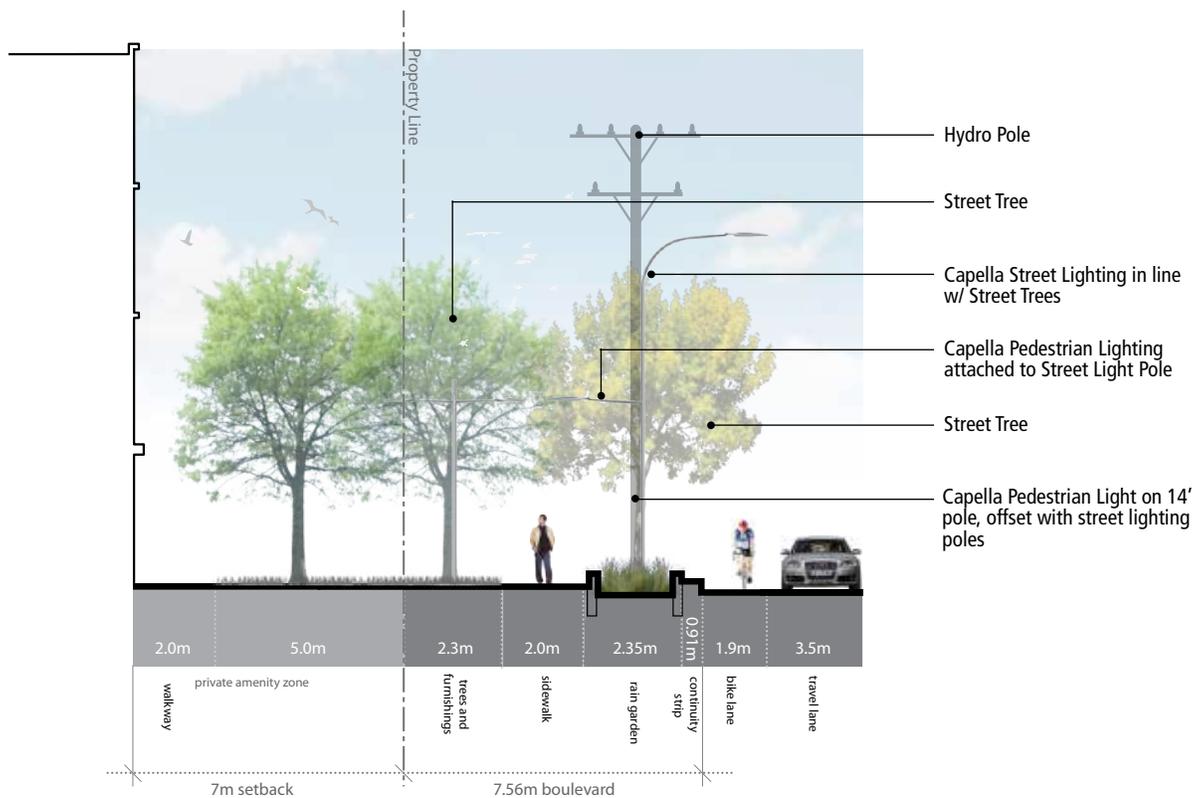


Commercial Frontage - Typical Boulevard Treatment

Non Retail Frontage

(Option 1 - Typical Boulevard Treatment):

- 7.0m Setback Width;
- Minimum 2.0m hardscape building access walkway adjacent to building face.
- 5.0m Green amenity space for landscaping, private patios, and/or privacy buffers.
- Second row of trees to be planted.

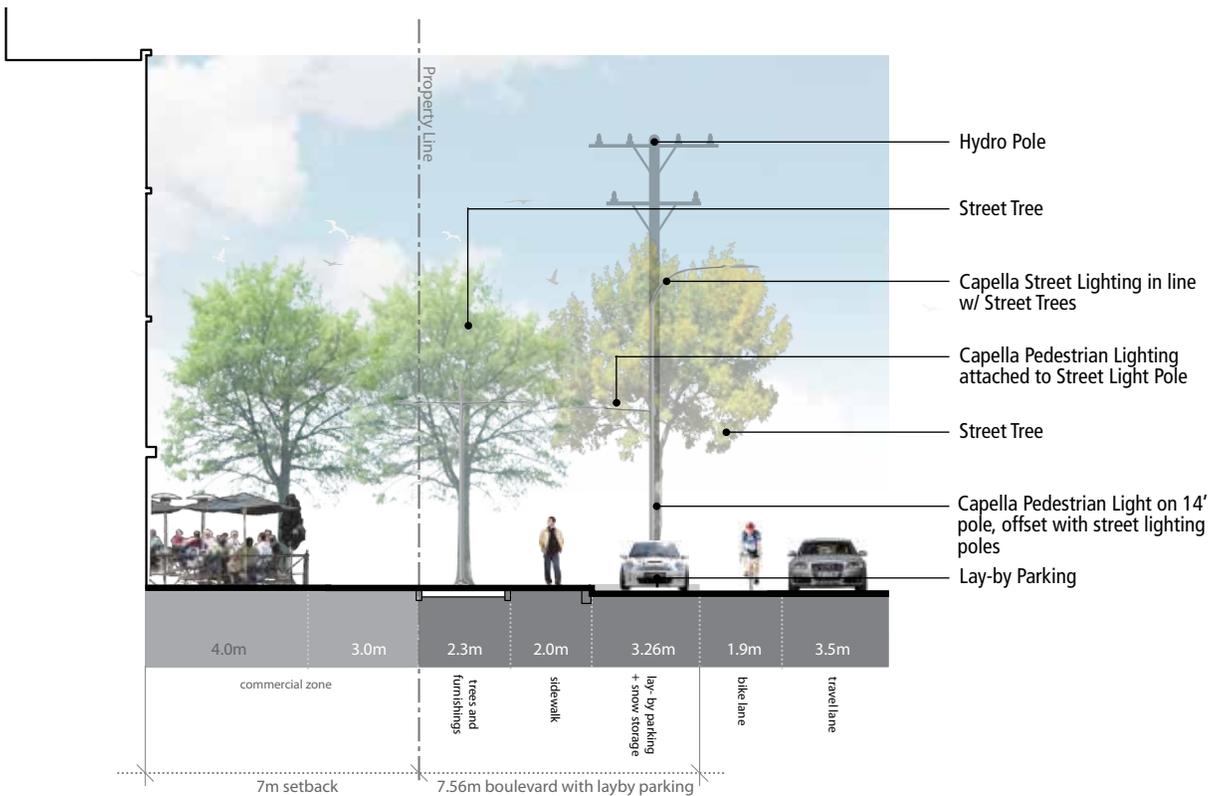


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Public Realm Guidelines

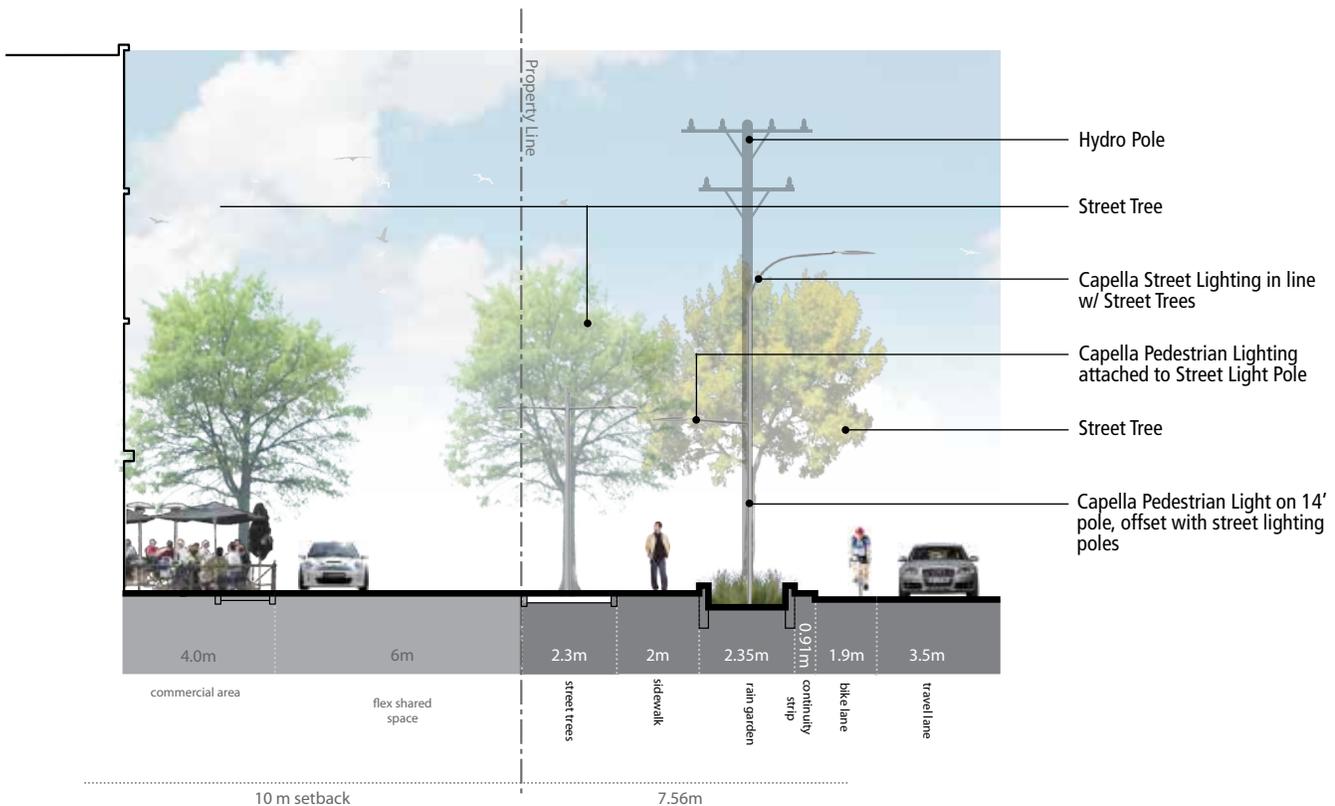
Boulevard Streetscape with Lay-by Parking

Identical to Boulevard Streetscape Typical but with lay-by parking.



Boulevard Streetscape with Flex Street

- 10.0m set back width;
- 4.0m Commercial Zone, allowing for integrated sidewalk cafes and/or spill out commercial activity. Amenity space to be primarily unit-paved hardscape and may include trees planted in tree grates.
- 6.0m Flex Shared Space to accommodate one travel lane and on-street parking, which can be closed to vehicular traffic seasonally or for events. To be concrete or granite unit pavers and include flush curbs on both sides.
- Detailed design should address accessibility requirements and drainage.



4

Public Realm Guidelines

Examples of Boulevard Streetscape with Flex Street

Exhibition Road, London, UK



Cyclists share a 3m travel lane

Bike parking

Trench Drain and Rumble Strips that delineate vehicular and pedestrian realms

Street Type: Pedestrian-priority street

Completion Date: The project began in January 2009 and will be completed in early 2012.

Traffic Function: The general aim is to discourage through traffic and give pedestrians greater priority over any remaining traffic. The vision is to create a single surface with large clearly defined pedestrian zones to return priority to pedestrians and create a safe and accessible space for everyone.

Key Design Attributes: No curbs, no barriers or street clutter, wider sidewalks, new high quality street lighting.

Safety Design Measures: Visual and tactile lines to distinguish pedestrian areas from those used by vehicles

Ste-Catherine Street, Montreal



Flush Curb

Paving treatments that delineate spaces

Seasonal Promenade

Unique street furniture, including lamps, tree grates, benches, bollards and bike locks

Strong Retail and Patio edge condition

Key Gathering Spaces for Seasonal Street Closures

Street Type: Major commercial street that becomes car-free pedestrian mall from April to October.

Completion Date: Fall, 2011

Traffic Function: Arterial, one-way street. The street is frequently closed for major cultural festivals.

Key Design Attributes: New trees are unique lighting elements are being added. The paving treatment is concrete with granite accents, and curbs are being removed. Removable bollards will be used to delineate on-street parking, as well as to serve as lighting elements.

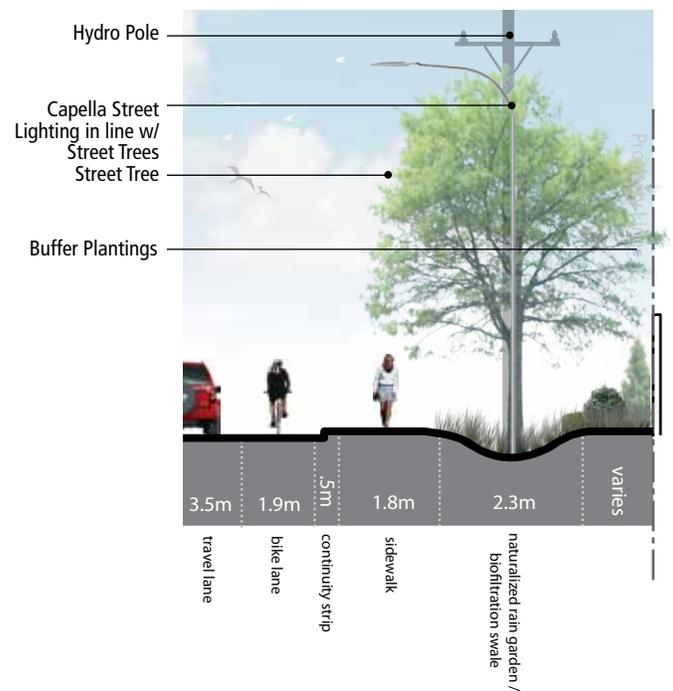
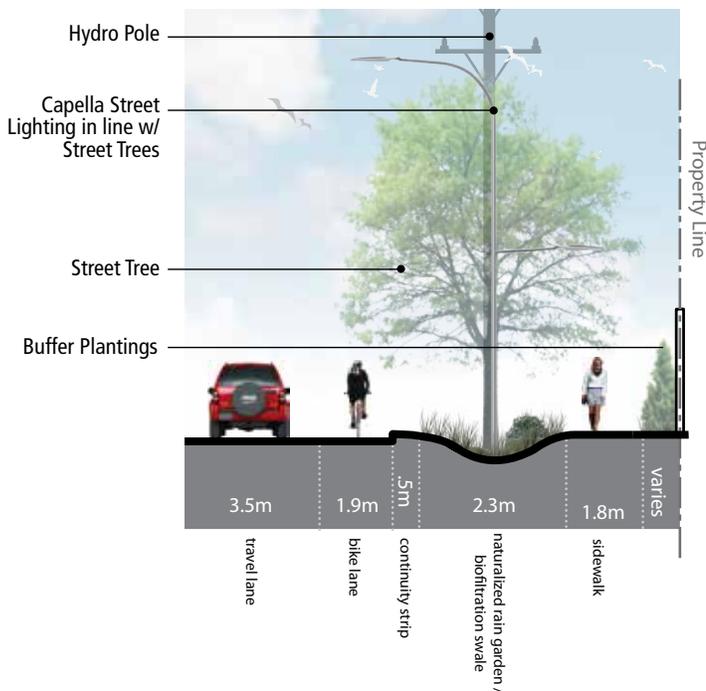
Safety Design Measures: Vehicular and pedestrian areas are delineated by drainage troughs and paving patterns. Custom-designed flexible bollards at intersections can be driven over by EMS during emergencies.

Greenways Streetscape Typical

Greenways interface with neighbourhood character areas that are mostly focused along the south side of Centre Street. These residential neighbourhoods largely turn their backs to the street and fences make up the bulk of the interface with Centre Street. Though there are opportunities to increase pedestrian mobility and connectivity through these segments, significant changes to the urban form are not expected. As a result, pedestrian demand is expected to remain low. Because of the low urban demands of this interface, these areas present a unique opportunity for the implementation of recreational use and water infiltration within a naturalized setting.

Public Right-of-Way Features include:

- Varied Public Right-of-Way Width
- 0.5m Paver Continuity Strip
- 1.8m meandering permeable Concrete Sidewalk
- 2.3m Minimum width naturalized biofiltration swale alternating from being adjacent to curb to being adjacent to property line
- Remaining boulevard areas to be planted with naturalized grasses and meadow species
- Existing Trees to be retained where possible
- Buffer Plantings including shrubs and trees in order to impact of street on residential properties
- No pedestrian lighting



4

4.2.2 Internal Streetscapes

For new potential public or private streets introduced within development areas, a hierarchy of potential streetscapes have been identified. The categories include:

- Gateway Streets
- Local Streets
- Lanes

Gateway Street (28.0m ROW)

Gateway Streets are key access points into Urban Character Areas, often corresponding to the secondary Gateways identified in the Urban Design Framework. They are characterized by wide, multi-lane sections that can support high volumes of vehicular and pedestrian traffic generally associated with mixed-uses and higher densities. Defining features include a central landscaped median and broad tree-lined sidewalks.

Design Guidelines

- Two travel lanes in either direction separated by a broad central median that accommodates turning lanes at intersections with Centre Street. The curb lanes are of adequate width to share with cyclists and can also serve as off-peak on-street parking lanes.
- The roadway widths for either direction, excluding the centre median, should be 7.4 metres.
- The centre median should be minimum 2.2 metres and landscaped including a double row of street trees.
- Boulevards on both sides of the roadway should be a minimum of 5.5 metres and should be landscaped with street trees and planting areas where less pedestrian traffic is anticipated.
- In retail areas, paved setbacks of 2.0-3.0 meters should be provided to expand the sidewalks and to accommodate sidewalk cafes and other spill out commercial activity.
- To reinforce the gateway function of these streets, distinctive treatments are encouraged and may include public art, signage and unique approaches to landscaping, signage, lighting, paving and furnishing.



Gateway Street (28.0m ROW)

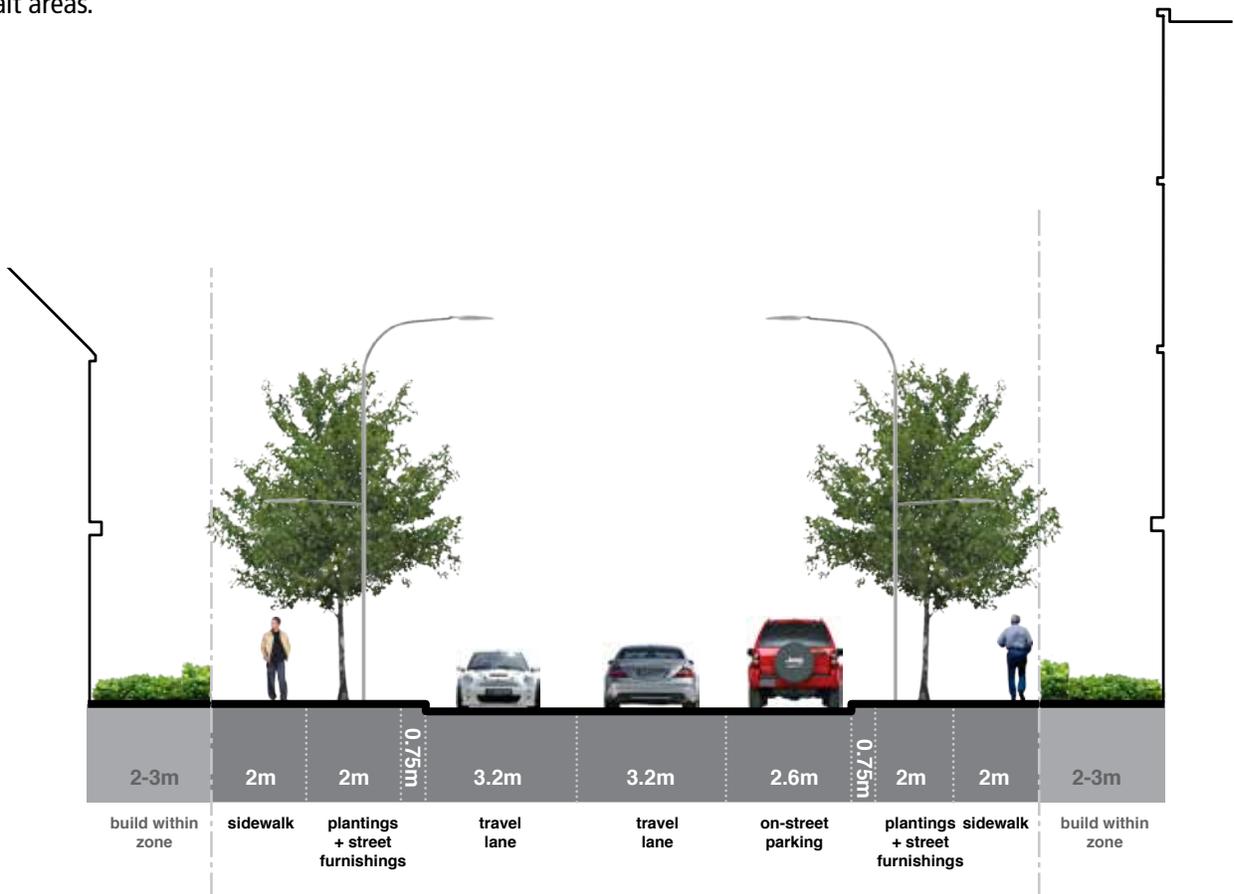
Local Mixed-Use Street (18.5m ROW)

Local Mixed-Use Streets are the primary routes that serve lands within the Urban Character Areas that are mixed-uses, and generally including commercial functions at-grade and higher pedestrian volumes. A centrally aligned roadway, on-street parking, broad tree-lined sidewalks, and paved or landscaped commercial frontages characterize these streetscapes.

Design Guidelines

- a. One travel lane in either direction with on-street parking on one side of the street, except at intersection where the sidewalk bumps out to minimize crossing distances.
- b. A total roadway width of 9.0 metres, including the on-street parking lanes.
- c. On-street parking areas distinguished with special paving treatment to visually minimize the roadway width and asphalt areas.

- d. Boulevards on both sides of the roadway should be a minimum of 4.75 metres and should be landscaped with street trees and planting areas where less pedestrian traffic is anticipated.
- e. In retail areas, paved build within zones of 2.0-3.0 meters should be provided to expand the sidewalks and to accommodate sidewalk cafes and other spill out commercial activity.



Local Mixed-Use Street (18.5m ROW)

4

Local Residential Street (17.5m ROW)

Local Residential Streets are the primary routes that serve lands within the Urban Character Areas that are predominantly residential and anticipate lesser pedestrian volumes. A centrally aligned roadway, on-street parking, tree-lined boulevards with planting beds characterize these streetscapes.

Design Guidelines

- a. One travel lane in either direction with on-street parking on one side of the street, except at intersection where the sidewalk bumps out to minimize crossing distances.
- b. A total roadway width of 8.6 metres, including the on-street parking lanes.
- c. On-street parking areas distinguished with special paving treatment to visually minimize the roadway width and asphalt areas.

- d. Boulevards on both sides of the roadway should be a minimum of 3.7 metres and should be landscaped with street trees and planting areas.
- e. Landscaped build within zones of 2.0-3.0 meters should be provided to enable adequate residential privacy treatments such as hedges and porches.



Local Parkside Street (Private) (14.0m ROW)

Local Parkside Streets are single-loaded streets that frame parks and opens spaces and that can serve either mixed or residential uses on private property. Defining characteristics include an asymmetrically aligned roadway that abuts the open space area, on-street parking, tree-lined boulevards with planting beds where predominantly residential.



Design Guidelines

- One travel lane in either direction with on-street parking on one side of the street, except at intersection where the sidewalk bumps out to minimize crossing distances.
- A total roadway width of 8.6 metres, including the on-street parking lanes.
- On-street parking areas distinguished with special paving treatment to visually minimize the roadway width and asphalt areas.
- A minimum 4.65 metre boulevards opposite the open space that should be landscaped with street trees, and planting beds where predominantly residential.
- Build within zones of 2.0-3.0 metres that are paved for spill-out activity where grade level uses are commercial, otherwise landscaped with residential privacy treatments such as hedges and porches.



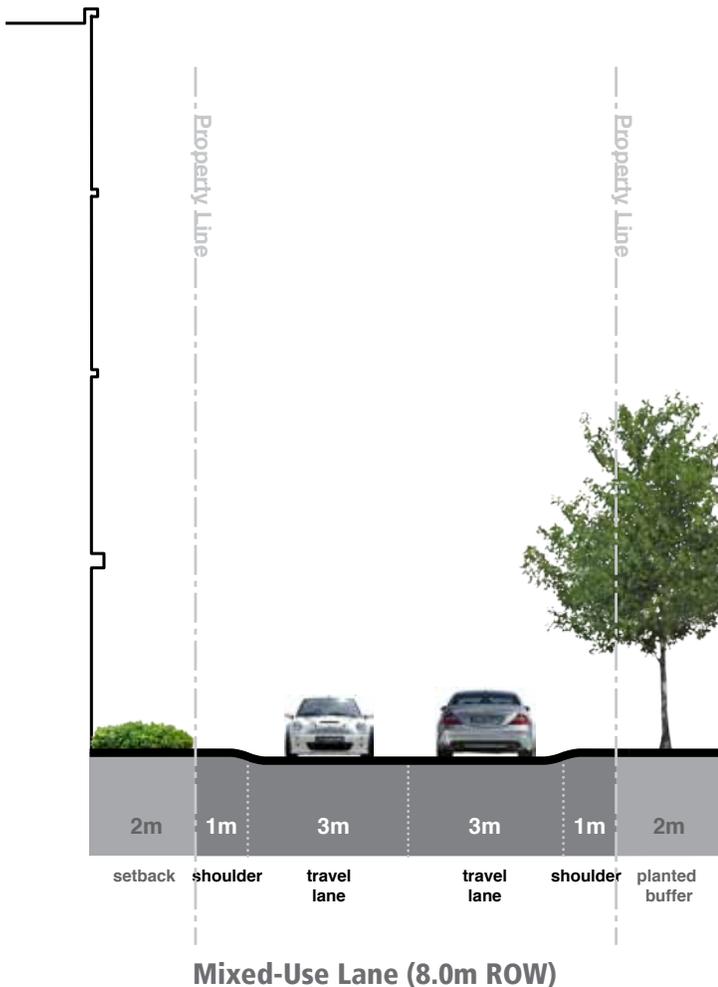
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Mixed-Use Lane (8.0m ROW)

Mixed-Use Lanes provide access for servicing as well as drop-off areas, parking and loading for mixed-use and higher density residential areas. They also serve as mid-block pedestrian and cycling routes. Lanes play an important role for supporting the pedestrian and civic qualities of the Streets by directing utilities, vehicular access and servicing functions away from these primary routes.

Design Guidelines

- a. One travel lane in either direction for a total roadway width of 6.0 metres.
- b. 1.0 metre paved shoulders on either side with mountable curbs that accommodate snow storage and below grade utilities such as cable, hydro and phone lines.
- c. Minimum 2.0 metre paved or landscaped setbacks.
- d. Special paving treatment should be considered to visually enhance the roadway for pedestrian use and to calm traffic.
- e. Servicing, loading and drop-off areas integrated within adjacent developments.

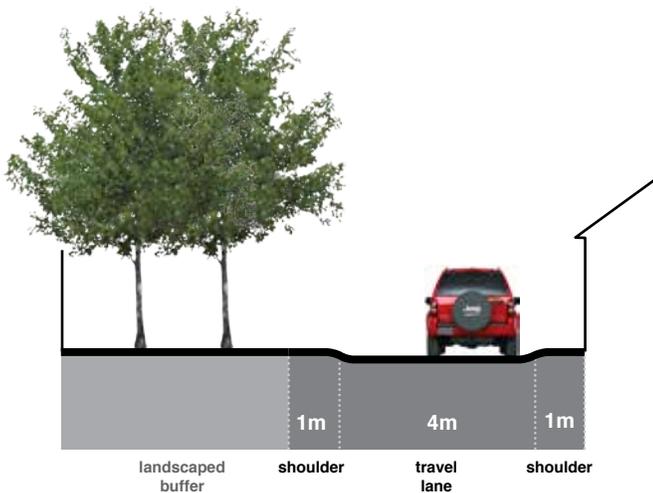


Single-Loaded Residential Lane (6.0m ROW)

Single-Loaded Residential Lanes provide access for servicing and parking garages for lower density residential forms, such as row houses, that back onto existing neighbourhoods. In most cases, the lanes frame Landscaped Buffer area that serve to mitigate impacts of new developments on existing back yards of the adjacent homes. These lanes play an important role for minimizing curb cuts for driveways and garage dominated residential streetscapes.

Design Guidelines

- a. A 4.0 metre travel lane for either direction.
- b. 1.0 metre paved shoulders on either side with mountable curbs that accommodates snow storage and below-grade utilities such as cable, hydro and phone lines. These shoulders also enable maneuvering of vehicles when necessary.
- c. Potential additional garage setback of 1.5 to 2.0 metres.
- d. Servicing, loading and drop-off areas integrated within adjacent developments.



Single-Loaded Residential Lane (6.0m ROW)

4.2.3 Mid-Block Pedestrian Connections

Pedestrian connections should enhance the convenience and overall experience of getting to and from a destination on foot. Pedestrian connections are particularly encouraged for commercial/ mixed-use blocks in order to enhance pedestrian circulation and connectivity.

Design Guidelines

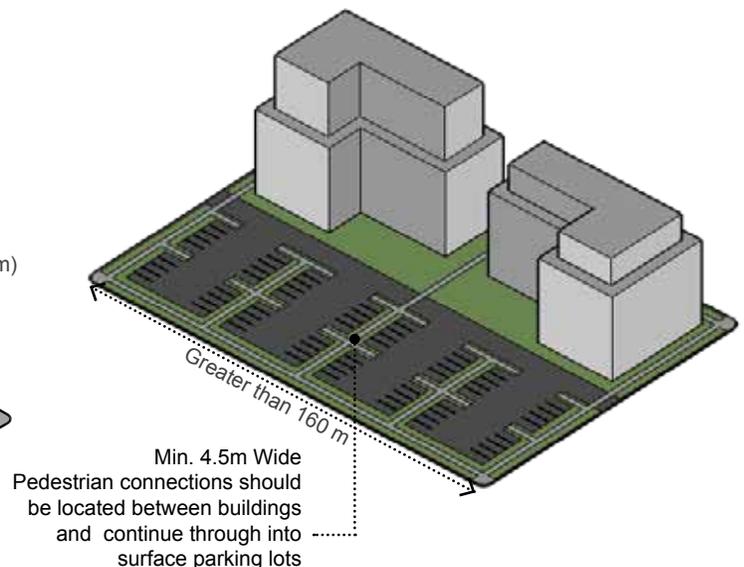
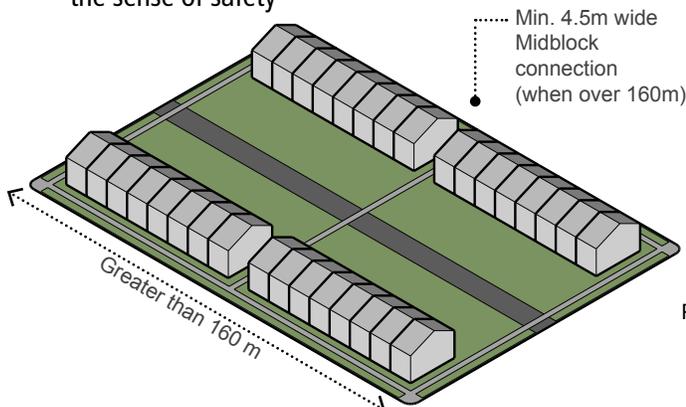
- a. Where blocks exceed 160-metres, mid-block pedestrian connections should be provided between buildings, through parking lots, and/or through covered building arcades.
- b. Mid-block pedestrian connections should be no less than 4.5m wide and provide safe barrier-free pedestrian access within the site and to adjacent uses.
- c. Entry locations to mid-block pedestrian connections should be easy to find, clearly visible, safe and have direct connections to the public sidewalk.
- d. In order to provide a safe and secure environment for pedestrians, public pedestrian walkways should be designed according to Crime Prevention Through Environmental Design (CPTED) principles, including:
 - i. adequate lighting;
 - ii. clear sight lines, allowing view from one end of the walkway to the other;
 - iii. appropriate landscaping that avoids creating blind spots or concealing spaces; and,
 - iv. transparency and animated uses adjacent to public walkways to ensure informal surveillance and enhance the sense of safety



Pedestrian connections between buildings



Portico access for pedestrians and vehicles



4.2.4 Crosswalks

The success of a walkable neighbourhood and a street-oriented retail corridor hinges on how well it can accommodate and enhance the pedestrian experience. A sense of comfort and safety will be heightened when the speed of traffic is reduced and direct routes to destinations are provided.

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross and as a traffic-calming measure. Frequent stops will ensure slower traffic speeds and cautious driving.

Design Guidelines

- a. In order to promote walkability and a pedestrian-focused environment, every signalized intersection should include an articulated pedestrian crosswalk.
- b. Signalized pedestrian crosswalks should be provided at mid-block locations or non-signalized intersections where important destinations and/or significant walking traffic is anticipated, such as major retail areas, open space and public uses such as schools and libraries.
- c. Pedestrian crosswalks should have a minimum width of 2.0 metres.
- d. To enhance their visibility and quality, pedestrian crossings should utilize distinctive paving or at a minimum, they should be identified with distinctive painted lines.
- e. Curb ramp designs at intersections should have raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments.



Distinctive paving to clearly define pedestrian crossings



Pedestrian crossing at high-traffic four-way intersection

4.3 Open Spaces

Open spaces that are successful can have a tremendous impact on the image, appeal and economic development of an area. They are also fundamental to the livability of dense mixed-use districts and to attracting continued residential growth. Key new potential Open Spaces in the Centre Street Corridor include:

- Urban Squares
- Parks
- Landscaped Buffers
- Publicly Accessible Private Open Spaces



Townhouses fronting onto a park

These potential Open Spaces will be determined through Secondary Plan Studies.



Open Spaces

- Potential Urban Squares
- Potential Parks
- Existing Parks
- Woodlots
- ▬ Landscaped Buffer

4.3.1 Urban Squares

An Urban Square is generally a paved open space that is more modest in scale than a typical Park and often associated with high activity nodes of a civic and/or commercial function. They vary in shape and size depending on their location and function, and generally serve high pedestrian traffic areas and/or formal or informal community gathering spaces.

Design Guidelines

a. To ensure optimum utilization and vibrancy in all seasons, Urban Squares should be fronted by animated uses such as restaurants and cafes, with consistent building setbacks and high levels of transparency for engaging with the space.



An urban square surrounded by mixed-use buildings with quality paving and soft landscaping



Public plaza with built form addressing and orienting to the space

- b.** Where possible, complementary public uses such as a Gallery or Library should be located on or near Urban Squares.
- c.** Public frontage is encouraged on all sides of Urban Squares, and may include streets, other public uses, or mixed-use with direct frontage.
- d.** Surrounding shops and built forms should address and orient to Urban Squares to enhance their use, animation and safety.
- e.** Adjacent developments should be massed and configured to minimize shadow and microclimatic impacts on Urban Squares during the shoulder seasons.
- f.** Enhance visual and physical connectivity between Urban Squares and other open spaces and key public destinations, through streetscapes, pedestrian connections and visually orienting landmarks such as clock towers or public art.
- g.** Unique, high quality paving treatments should be used to distinguish these spaces, and consideration should be given to extending the paving treatment onto adjacent streets to give the space further visual prominence. This additional area could also serve to delineate an extended space that could be occasionally utilized for large-scale events such as a festival.
- h.** Elements such as public art, outdoor seating areas and tables, water features, kiosks, public restrooms and trees for shade should be located to visually enhance the Urban Square and provide for pedestrian amenity, comfort and appeal.
- i.** Porous paving and other sustainable practices should be considered in the design of Urban Squares.
- j.** Should be designed to allow for a variety of urban activities and uses, such as socializing; eating and drinking; civic and cultural events; and, markets.

4.3.2 Parks

Parks are generally green landscaped areas that serve as passive and active recreational amenities for the community. Unlike the surrounding single-family neighbourhoods, Parks within the Centre Street Corridor will need to serve a broader spectrum of users typically associated with higher density urban mixed-use areas. The residential and working population will include a wide demographic range from professional single adults to young families to empty nesters. Accordingly, Parks and/or a variety of Park types such as 'Greens' and 'Parkettes' will need to be provided that can appeal to diverse needs and interests from active to passive and everything in-between.

In most cases new potential parks will not be of a scale that can accommodate land-consumptive athletic fields in addition to other functions. Rather, like Urban Squares, Park should be designed as flexible, multi-use spaces that can easily accommodate a range of potential functions that may change according to users from hour to hour or season to season.

Design Guidelines

- a. Parks of a variety of scales and characteristics should be encouraged to enrich the recreational opportunities of the surrounding community.
- b. Parks should be strategically located within development areas so as to serve as one of the primary organizing elements with respect to street and block layout, land uses configuration and built form character.
- c. Where possible, Parks should be located and designed to integrate existing natural features.
- d. As much as possible Parks should be conveniently located and within close walking distance to the majority of residents.
- e. Parks can serve to provide a buffer and/or transition between areas of differing intensities of uses and built forms.
- f. Distinctive landscape treatments and built form elements should be located at entries to and/or at view corridors terminating on Parks in order to reinforce its civic prominence and connection to the surrounding community
- g. The design of Parks should appeal to the broadest demographic including active and passive, soft and hard, formal and informal spaces.
- h. Formalized paths within Parks should connect to sidewalks and be consistent with pedestrian desire lines.
- i. Parks should be design to be environmentally sustainable with respect to aspects such as storm water management, plant species, and extent of maintenance requirements.
- j. Public frontage is encouraged on all sides of Parks, and may include streets, other public uses, or pathways fronted by mixed or residential uses.
- k. Surrounding uses and built forms should address and orient to Parks to enhance their use, animation and safety.
- l. Adjacent developments should be massed and configured to not cast shadows on Parks during the shoulder seasons.
- m. Enhance visual and physical connectivity between Parks and other open spaces and key public destinations, through streetscapes, pedestrian paths and trails and visually orienting features such as public art



Benches, paved pathways, and landscaped elements

4.3.3 Landscaped Buffers

The primary function Landscaped Buffers is to provide a visual and physical buffer between existing low-rise established residential areas and new development along the Centre Street Corridor. Specifically, where new development abuts the rear yards of existing homes. Although in most instances the abutting new development may be consistent in scale and uses, this buffer serves to minimize any noise, light and visual impacts associated with denser and more urban developments, while providing for a shared linear green amenity.

Design Guidelines

- a. Landscaped Buffers should be no less than 4.0 metres wide and minimum 6.0 metres where paths and trails are incorporated.
- b. Landscaped Buffers should be comprised of lush landscaping including the use of trees and plantings, such as evergreens, that retain their foliage in all seasons to provide a visual barrier as well as some sound attenuation.
- c. Where possible single or double rows of deciduous trees for shade and green amenity should also be considered.
- d. Landscaped Buffers should be widened and heavily landscaped where streets or access point terminate or intersect with these lands so as to minimize the impacts of headlights at night.
- e. Landscaped Buffers should be design to be environmentally sustainable with respect to aspects such as storm water management, plant species, contributing to bio-diversity and extent of maintenance requirements.



4.3.4 Publicly Accessible Private Open Spaces

Publicly accessible private open spaces are generally located within development blocks and correspond mostly to residential uses. These open spaces can range from broad landscaped setbacks to terraces and courtyards. The functional and spatial characteristics of these open spaces will vary depending on the uses, building typology and size of the block. These open spaces are often more intimate and modest extensions of the public realm and can serve as transitional spaces between public and private domains.

Design Guidelines

- a. To ensure optimum utilization and exposure, these common open spaces should be fronted by animated interfaces with a high level of transparency such as fronting residences or shared amenity rooms.
- b. Distinctive, high quality paving treatments or soft landscaping should be used for these open spaces.
- c. Features, such as public art, outdoor seating areas, pedestrian scale lighting, and landscaping elements should be located to visually enhance and connect the private open space to other more public open spaces.
- d. Provide adequate soil volume for tree planting on slab if above a parking structure (min 30 cubic metres at 0.9m depth of soil).

4

Public Realm Guidelines

4.4 Gateways

Clearly defining Gateway areas helps to enhance orientation, lends to a sense of place and can generate civic pride. Gateway sites help signal key points of entry into the Centre Street Corridor. These locations provide key opportunities where the coordinating of the design of landscapes, signage, public art, as well as buildings can create a sense of entry and orientation. The expression of a Gateway can take on many forms and will hinge on the relative importance of the Gateway and the opportunities of the given site.



Gateways

 Gateways (Major and Minor)

Design Guidelines

- a.** As much as possible, the design of the Gateway should reflect the unique culture, history and desires of the Centre Street community
- b.** Gateways should provide a significant sense of scale and identity that act as both thresholds to, and landmarks for the Centre Street Corridor.
- c.** Gateways should be well integrated while marking a distinct sense of entry for visitors.
- d.** As representative of the community, the public realm context of the Gateway should be held to highest design and material standards.
- e.** Gateways should exhibit co-ordinate site planning, streetscaping, and landscaping to create a unified environment. This can be achieved through:
 - i.** celebrating Gateways with public gathering spaces;
 - ii.** special attention to architectural and material quality;
 - iii.** locating public art at Gateways;
 - iv.** consistent use of materials, colours and textures such as paving;
 - v.** providing special streetscape elements or furnishing such as signs, arches, columns, or fountains;
 - vi.** consideration for visibility at night and winter months through lighting and vertical expressions; and,
 - vii.** ensuring that parking, loading, servicing, utilities, mechanical equipment and other unsightly functions are located away from Gateway locations.
- f.** Gateway elements on regional roads are subject to Regional sight triangle guidelines.



Gateway reinforced with public space



Locate public art at gateway sites



Gateways can act as thresholds and landmarks, especially at night

4.5 Public Art Sites

Public Art provides an opportunity to celebrate and showcase local arts and culture; establish a unique identity for the Centre Street Corridor; and, can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot.

Public art refers to permanent or temporary art works created for a site in a location visible to the general public. Public art is often used to signify key locations, areas of historic significance and gateways within a community, while also serving as a tool for wayfinding and orientation. Key sites are identified on the Urban Design Framework Plan (pages 14-15)

Design Guidelines

- a. Public Art may include memorials, sculpture, lighting and projection, digital media, water features, murals, or individual art installations at visually prominent sites, open spaces, gateways, along sidewalks and in association with public buildings and school sites.
- b. Public Art sites should be highly visible and accessible, and as such, these sites should include installations that serve as orienting devices for moving about, or as focal points in public open spaces.
- c. The scale of the Public Art installation should correspond to the visual prominence and importance of its site.
- d. Public art should support the quality of streetscapes and open spaces through consideration of urban design objectives, site conditions, built form opportunities and context.



Public art at key visual sites



Public art as a visual cue indicating entry to an area of interest



Sculptures displayed as public art to celebrate art, culture and music

4.6 Wayfinding

Wayfinding are the visual cues that individuals use to navigate in unfamiliar surroundings. For destination-oriented places that include shops, public spaces and uses, such as Centre Street itself and the Town Centre area, a wayfinding strategy is of great importance for orienting pedestrians from transit stops and parking areas. While much of the urban design framework contributes to and reinforces one's orientation to the area, such as locating landmark architectural treatments, public art and gateways, a coordinated and legible wayfinding strategy should also be implemented to strengthen connectivity. Of particular assistance to visitors are graphic communications, including street signs, directional signage and maps.

Design Guidelines

- a. Directional signage should be design to be consistent or complementary with the streetscape palette
- b. Directional signage should be placed perpendicular to the path of travel, above eye level and appropriately illuminated
- c. Directional signage should be placed at regular intervals, particularly at destination points and decision points (such as key intersections) serving to orient and guide the user
- d. All information signage should be readily legible, even under adverse weather conditions
- e. The text of all signage should be large, easily readable, have high contrast with the background, and where possible, paired with graphic images that are easily understood.
- f. Colour in signage should be used as a reinforcing cue.
- g. Maps that are less cluttered and employ anchor points are most accessible — including 'you are here' markings.
- h. Materials should be of high quality and vandal proof or resistant.
- i. Street signs should be easily legible for pedestrians, cyclists and drivers.
- j. Building addressing should be clearly seen from the street.



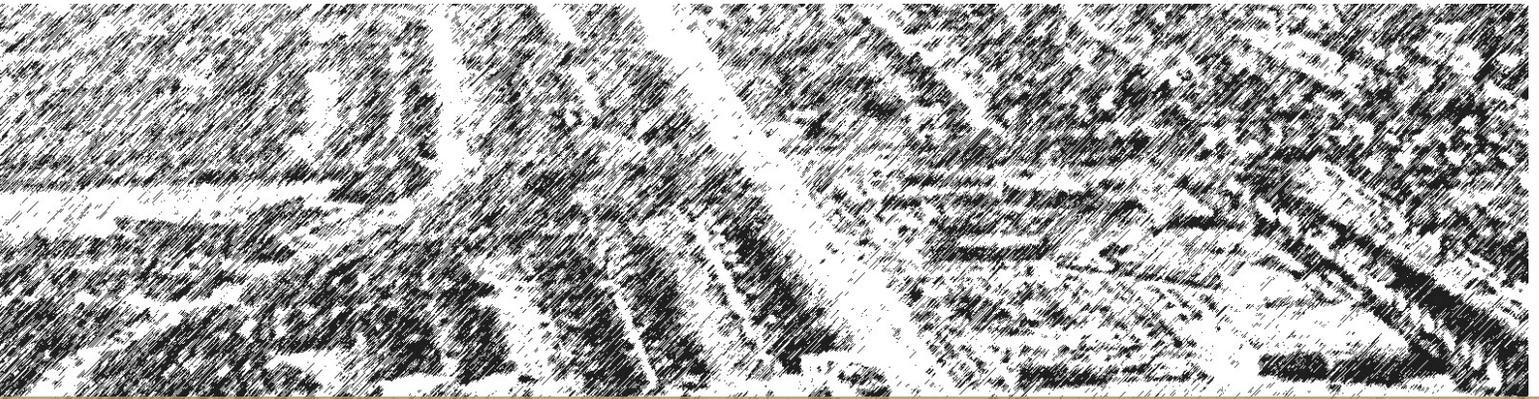
Integrated directional signage and map icon in the streetscape - Legible London



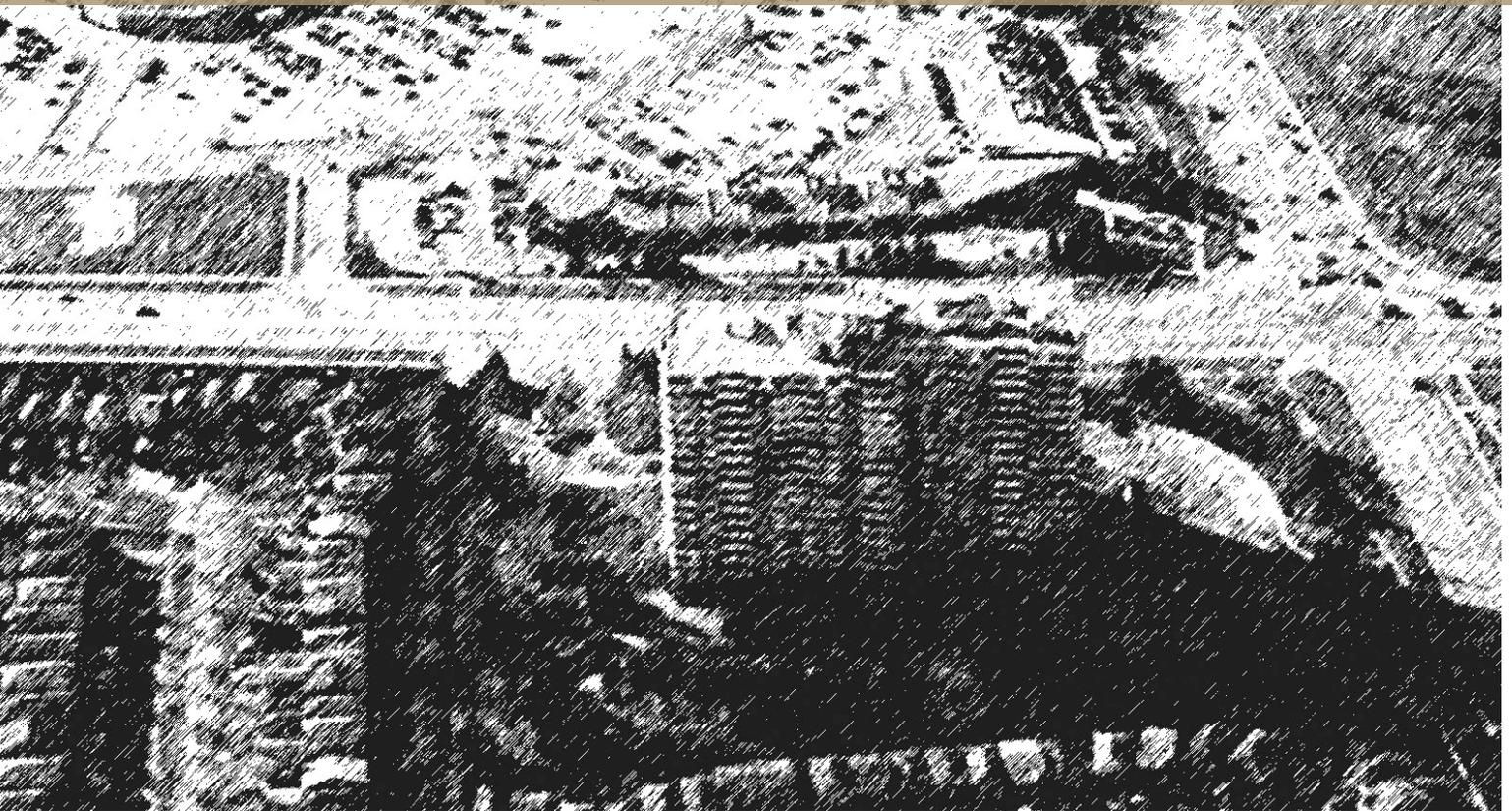
Destination signage at intersecting streets and terminus of a view corridor - Montreal



Colour coordinated maps and directional signage on street poles - Philadelphia



Built form refers to the function, shape and configuration of buildings that frame streets and open spaces. The vision for the Centre Street Corridor is closely linked to buildings which prioritize “human scale” and the fine grain rhythm of uses and buildings.





Built Form Guidelines

The Centre Street Built Form Guidelines provide appropriate standards and/or benchmarks applicable to all new development along the Corridor. They help to guide and shape new buildings so as to reinforce the objectives of the Urban Design Framework and support the Public Realm Guidelines. At the same time, they provide flexibility within certain parameters to encourage distinction, variety and creative architectural responses.

Built form refers to the function, shape and configuration of buildings that frame streets and open spaces. The vision for the Centre Street Corridor aims to result in developments that are 'human scaled', providing a built environment that is more street-oriented and fine grained in its rhythm of uses and buildings. Specifically, in response to the current automobile-oriented uses and forms, a central focus of these guidelines

is the comfort, convenience, security and visual interest of the pedestrian as shaped primarily by the experience at the level of the sidewalk. In this regard, the built form character as defined by building height, massing, setbacks, parking location, orientation, and visual condition at the street are most important.

Where developments do not conform to the guidelines but propose alternative standards, they should be assessed to ensure the intent and spirit of the Urban Design Framework are met. These Built Form Guidelines work in concert with the other guidelines applicable to the Centre Street Corridor Area. Where Site-Specific Guidelines are applicable and provide greater detail on similar matters, they supersede these more general guidelines.



5.1 Building Elements

To provide continuity in the streetscape character, enhance the skyline, and ensure that larger massed forms provide horizontal “breaks” in their façades, buildings should be designed to reinforce the following key elements through the use of stepbacks, extrusions, cornices, textures, materials and other architectural features:

Base – Generally within the first three storeys and often corresponding to the street wall, a base should be clearly defined that positively contributes to the quality of the pedestrian environment in regards to animation, transparency, articulation and material quality.

Middle - The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.

Top - The upper levels or roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.

5.2 Building Placement

Building placement refers to the positioning and orientation of a building on its property and in relation to other properties or buildings and the public realm. The placement of buildings plays an important role in ensuring access to light, sun and privacy between buildings as well to providing a consistent enclosure to streets and open spaces.

Design Guidelines:

- a. All buildings should orient to, and parallel with the street edge, with clearly defined primary entry points that directly access the sidewalk.
- b. Front yard setbacks on Centre Street will vary according to location within the corridor and as set out in Section 4.2.1:
 - i. Minimum 3.0 metres where an Avenue Streetscape Type is applied and corresponding to the Town Centre and Gateway Centre areas.
 - ii. Minimum 7.0 metres where a Boulevard Streetscape Type is applied and corresponding to the Village and Esplanade areas. Alternatively, where a Flex Street option is considered, the minimum setback is 10.0 metres.
 - iii. To ensure a consistent commercial street edge and enclosure, these setbacks are built-to-lines with variations of no greater than 1.0 metre.
- c. Front yard setbacks on all other existing streets should be consistent with current by-laws. Where new or converted streets are introduced, front yard setbacks should be consistent with the sections set out in Section 4.2.2 according to street type. Generally a build-within zone of 2.0 to 3.0 metres.
- d. Where the development of an entire block is coordinated, greater front yard setbacks may be considered for the purposes of expanded sidewalks, landscaping or other amenity spaces that contribute positively to the streetscape, without compromising its visual continuity. Surface parking in front yard setbacks is prohibited.
- e. Maximum 1.5 metre encroachments into front yard setbacks are permitted for bay windows, awnings, signage, accessibility ramps, stairs, porches and other entry features.
- f. To ensure adequate street enclosure, a minimum of 80 percent of the main front wall, and minimum 60 percent of the exterior sidewall of the building should occupy the property frontage.
- g. A minimum 7.5m rear yard setback is required for where development abuts existing residential properties; otherwise, interior yard setbacks should not be required for commercial and mixed-use.
- h. Where development does not maximize the coverage of the property, as with surface parking areas, buildings should be sited in a manner that allows for viable future infill including the integration of structured parking.





5.3 Height & Massing

The height and massing of buildings is a key defining aspect of an area's built character. While height refers to how tall a building is, massing refers to its bulk and shape. The appropriate massing of a new building is generally informed by the size of its frontage, height, uses, building type, and its relationship to a given street and neighbouring buildings. In addressing height and massing, these guidelines seek to:

- Protect and maintain established low-rise residential areas.
- Ensure base building conditions that form an appropriately scaled and designed street wall that reinforces the desired character at the street level.
- Ensure appropriate height and massing taking into consideration existing and permitted heights; proportional relationships to streets; and, visual and physical impacts on pedestrians and adjacent areas.
- Ensure that new developments providing for appropriate transitions between areas of differing intensities and scales.
- Reinforce important intersections and corners through massing and design.
- Ensure well-designed and articulated buildings that positively contribute to the quality and animation of the streetscape.

5.3.1 Building Height

Minimum and maximum building heights vary across the Centre Street Corridor and are defined in the regulating policies and by-laws. In general, the following guidelines apply.

Design Guidelines

- a. Unless otherwise defined, all new buildings should be a minimum of 3-storeys except for institutional uses and buildings or portions of buildings that face or back onto existing low-rise residential properties where a minimum of 2-storeys is an appropriate interface.
- b. The heights of all buildings taller than 3-storeys and within 80 meters of an established low-rise residential area are subject to a 45-degree angular plane originating from the nearest property line of that low-rise residential area.
- c. All buildings taller than 6-storeys should be subject to shadow and wind studies to ensure to adverse impacts on key open spaces and primary pedestrian and transit streets. In these areas, shadow durations should not exceed an hour during the shoulder seasons (to be measured at the spring and autumn equinox) and wind impacts should be comfortable for passive pedestrian activities such as sitting.

5.3.2 Low-Rise Building Massing

The massing of low-rise building forms (2-4 storeys) are subject to the following guidelines:

- a. Buildings fronting or backing onto existing low-rise residential properties should be massing to have a residential character, including depressions or extrusions of a residential scale, rhythm and proportion, as well as complementary roof lines or slopes.
- b. Continuous residential forms such as townhouses should not exceed 40.0 metres in length.
- c. The prominence of corner sites should be reinforced with a variation in the massing.

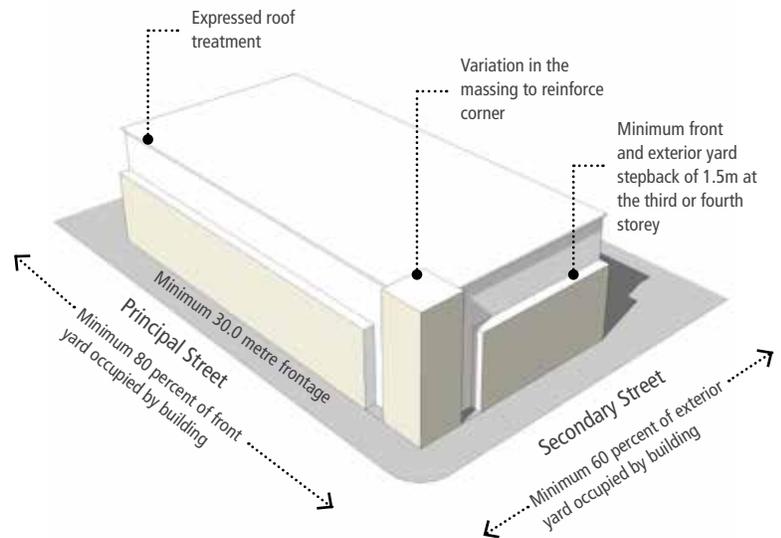
5.3.3 Mid-Rise Building Massing

The massing of mid-rise building forms (5-10 storeys) are subject to the following guidelines:

- a. Mid-rise forms are buildings between 5 and 10-storeys in the Town Centre, and between 5 and 8-storeys elsewhere in the Centre Street corridor.
- b. Mid-rise forms taller than 6-storeys should be permitted only where they front on streets or open spaces that are wider than 20.0 metres.
- c. A minimum property frontage of 30.0 metres should be required to enable the integration of parking and other massing and design objectives.
- d. For buildings up to 6-storeys, a minimum front and exterior yard stepback of 1.5 metres should be provided at the third or fourth storey.
- e. For buildings greater than 6-storeys, a minimum front and exterior yard stepback of 3.0 metres should be provided at the third or fourth storey. On Centre Street or other streets and open spaces that are wider than 30.0 metres, this stepback may be provided at the fifth or sixth storey.
- f. The building dimension above the sixth storey that fronts onto a street or open space should not exceed 80.0 metres in length.
- g. A minimum 20.0 metre separation distance should be provided between facing mid-rise building taller than 6-storeys.

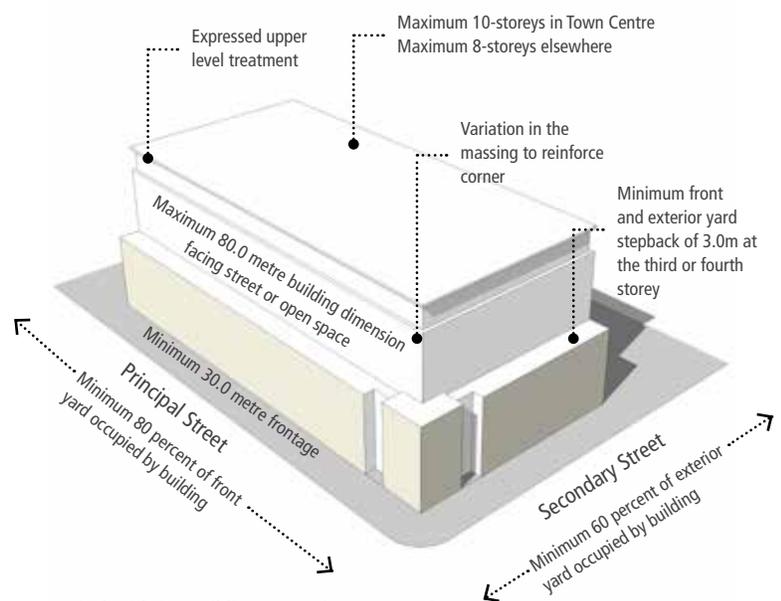


Low-rise building



Typical Mid-rise Building Forms (5-6 storeys)

- h. Where a sheer wall greater than 6-storeys in height is proposed as integral to the architectural expression of a building, it is not to exceed a width of 6.0 metres fronting onto a street or open space.
- i. The prominence of key corners at major intersections and Gateways, should be reinforced with a variation in the massing that is oriented to that corner.
- j. The prominence of other corner sites should be reinforced with a variation in the massing at the lower levels.

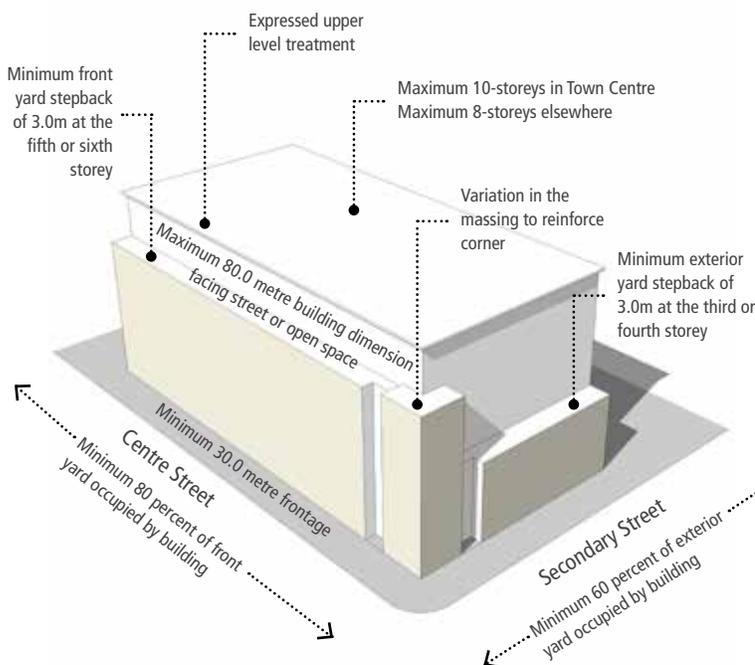


Typical Mid-rise Building Forms (7-10 storeys)

- k.** The upper levels of a mid-rise building should be expressed through additional setbacks, roof treatments, overhangs or cornice lines.
- l.** To provide architectural variety, visual interest and an enhanced skyline, other opportunities to articulate the massing should be encouraged, such as vertical recesses and the design integration of mechanical penthouses into compelling roof forms.
- m.** Encroachments such as balconies into required setbacks should be prohibited.



Mid-rise building



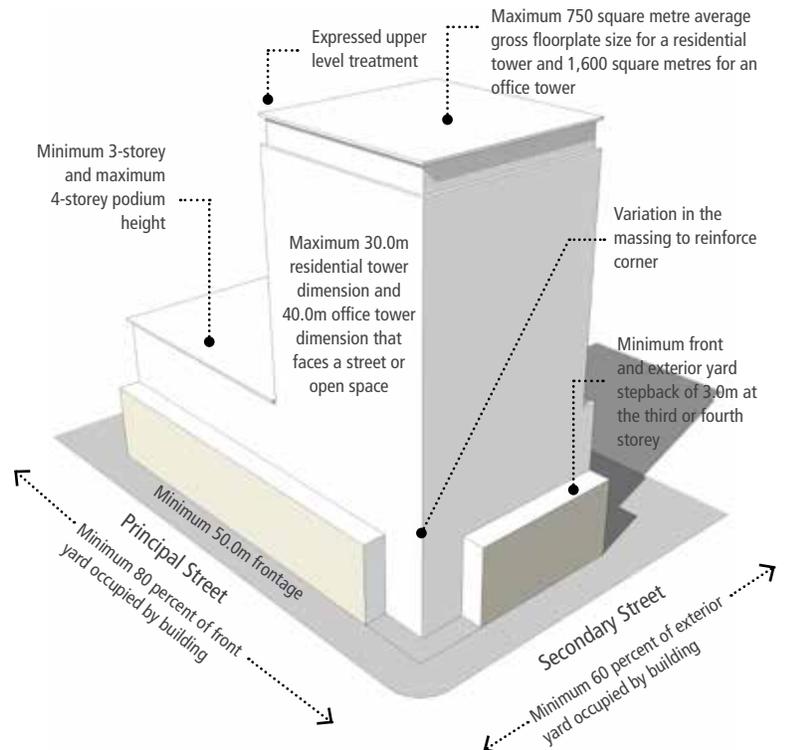
Typical Mid-rise Building Forms Addressing Centre Street (7-10 storeys)

5.3.4 High-Rise Building Massing

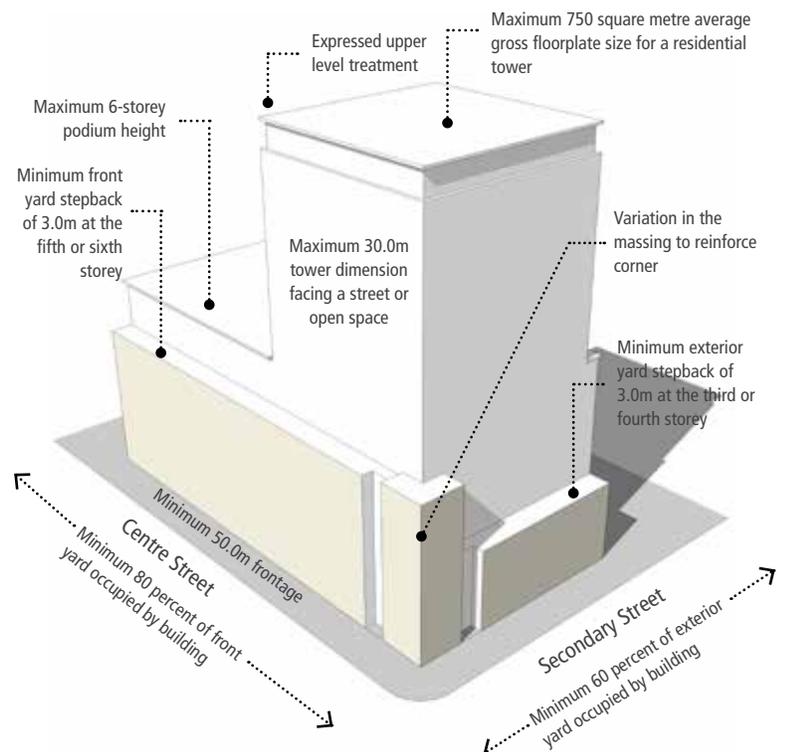
The massing of high-rise building forms (greater than 8-storeys) are subject to the following guidelines:

- a.** High-rise forms are buildings greater than 10-storeys in the Town Centre, and greater than 8-storeys elsewhere in the Centre Street corridor. To minimize visual, shadow and wind impacts, high-rise buildings should as much as possible be massed as slender point tower forms placed on street-oriented podiums.
- b.** A minimum property frontage of 50.0 metres should be required to enable the integration of parking and other massing and design objectives.
- c.** A tower should be placed on podium that is a minimum height of 3-storeys. The maximum height of the podium for a residential tower is 6-storeys on Centre Street and 4-storeys elsewhere. The maximum height of the podium for an office tower is 4-storeys.
- d.** The building dimensions of the podium above the sixth storey that fronts onto a street or open space should not exceed 80.0 metres in length.
- e.** A minimum front and exterior yard setback of 3.0 metres should be provided at the third or fourth storey. On Centre Street or other streets and open spaces that are wider than 30.0 metres, this setback may be provided at the fifth or sixth storey.
- f.** The maximum average gross floorplate size for a residential point tower should be no greater than 750 square metres.
- g.** The maximum average gross floorplate size for portions of an office tower above 8-storeys should be no greater than 1,600 square metres.
- h.** The maximum dimension of a tower fronting on a street or open space should be 30.0 metres for residential and 40.0 metres for office, otherwise the tower should provide an additional setback equal to the additional width.
- i.** A minimum 30.0 metre separation distance should be provided between towers.

- j.** Where a sheer wall greater than 6-storeys in height is proposed as integral to the architectural expression of a building, it is not to exceed a width of 6.0 metres fronting onto a street or open space.
- k.** The prominence of key corners at major intersections and Gateways, should be reinforced with a variation in the massing that is oriented to that corner.
- l.** The prominence of other corner sites should be reinforced with a variation in the massing of the podium.
- m.** The upper levels of a high-rise building should be expressed through additional setbacks, roof treatments, overhangs or cornice lines.
- n.** To provide architectural variety, visual interest and an enhanced skyline, other opportunities to articulate the massing should be encouraged, such as vertical recesses and the design integration of mechanical penthouses into compelling roof forms.
- o.** Encroachments such as balconies into required setbacks should be prohibited.



Typical High-rise Building Forms (greater than 8-storeys) with 3 to 4 Storey Podium



Typical Residential High-rise Building Forms (greater than 8-storeys) Addressing Centre Street with 5 to 6-Storey Podium



High-rise building

5.4 Interface with Streets & Open Spaces

A building’s interface with a street or open space refers to the character and quality of the first levels that meet the sidewalk and can make the greatest impact on the quality of the public realm and pedestrian experience.

Design Guidelines

- a. Street walls should be designed to have the highest possible material and architectural quality.
- b. Blank walls at-grade should be prohibited on any frontage.
- c. To provide visual interest, street walls greater than 30.0 metres in length should provide a rhythm of differentiation through varying degrees of transparency; frequent entries; window details; varying materials, textures and colours; or, varying façade heights.
- d. Building interfaces at Gateways and key intersections locations should reinforce the corners through the application of architectural elements such as principle entrances, spires or roof elements.
- e. Guidelines for commercial interfaces on streets or open spaces include:
 - i. The grade-level should have a prominent presence on the street with a floor-to-floor height that is 5.0 metres and no less than 4.5 metres.
 - ii. Primary entrances should be oriented to the street or open space with minimum 75% clear glazing at-grade to maximize visual transparency and street animation.
 - iii. To create an inviting ‘main street’ environment, smaller-scale retail formats should be located on Centre Street and other key pedestrian areas or destinations, with larger formats directed to the second level.
 - iv. Where larger format retail frontages are located at-grade, they should be articulated as narrow shop fronts with high levels of transparency and as frequent entries as possible.
- v. Arcades or colonnades are discouraged.
- vi. Weather protection for pedestrians is encouraged through the use of awnings and canopies.
- vii. Spill-out commercial activity such as outdoor cafes should be encouraged throughout and especially in key pedestrian areas and destinations.
- viii. Encroachments into the public realm should be permitted for awnings, outdoor cafes, entry features, and perpendicular signage.
- f. Guidelines for residential interfaces on streets or open spaces include:
 - i. The grade-level should have a prominent presence on the street with a floor-to-ceiling height that is no less than 4.0 metres.
 - ii. Residential buildings of all scales and types should include individual at-grade access units with appropriate privacy measure such as setbacks, landscaping, grade shifts and porches.
 - iii. Lobbies and drop-off areas for apartment type buildings should be direct away from the principle street frontage and preferably to lanes or interior to the property or block.



Break up massing and materials of large buildings

5.5 Interface with Residential Neighbourhoods

Where developments back on established residential neighbourhoods, uses, servicing and buildings should be sensitive to ensuring minimal visual, noise and light impacts or providing mitigating measures to that effect.

Design Guidelines

- a. Where possible, Landscaped Buffers (Section 4.3.3) should be provided at the rear property line abutting existing residential properties.
- b. Access to parking, loading and servicing areas should be integrated within buildings, otherwise oriented to minimize visual, noise and light impacts on abutting existing residential properties.
- c. The grading of surface parking lots should ensure a positive stormwater flow at least 3.0 metres away from rear property line abutting existing residential properties.
- d. Roof heating, ventilation, air conditioning and mechanical equipment for new buildings should be erected behind a parapet wall to screen noise and visibility from abutting existing residential properties.
- e. The elevation of new buildings adjacent to existing residential properties should be designed in a complementary residential form and character and should ensure minimal overlook into existing private backyards.
- f. Use or functions that can generate traffic and noise at late hours should be direct away from locations that abut existing residential properties.
- g. Lighting plans, designs and fixtures should be sensitive to ensuring minimal environmental light pollution and no adverse impact on abutting existing residential properties.



5.6 Integrating Incompatible High-Rise Forms

Infill development to reintegrate existing tower-in-park high-rise forms should be encouraged where they are at odds with adjacent low-rise residential areas, underutilize key street frontages, and that undermine the integrity of the streetscape with large areas of surface parking or barren landscapes.

Design Guidelines

- a. Infill should only be considered on street frontages and no taller than 8-storeys.
- b. Adjacent to existing residential areas, modest low-rise infill should be provided to introduce more compatible forms while mitigating the visual impacts of the taller structure, and reanimating the street edge.
- c. Where appropriate, mixed-uses should be introduced with at-grade retail on commercial streets.
- d. Appropriate facing distances should be provided between the infill development and the existing tower and should not be less than 20.0 metres for infill greater than 6-storeys.
- e. Mid-block pedestrian connections should be retained or provided with a minimum 4.5m width.
- f. Displaced grade-level amenity areas should be reintroduced as roof gardens.



Integrating incompatible high-rises: Before



Integrating incompatible high-rises: After



Integrating incompatible high-rises: Before



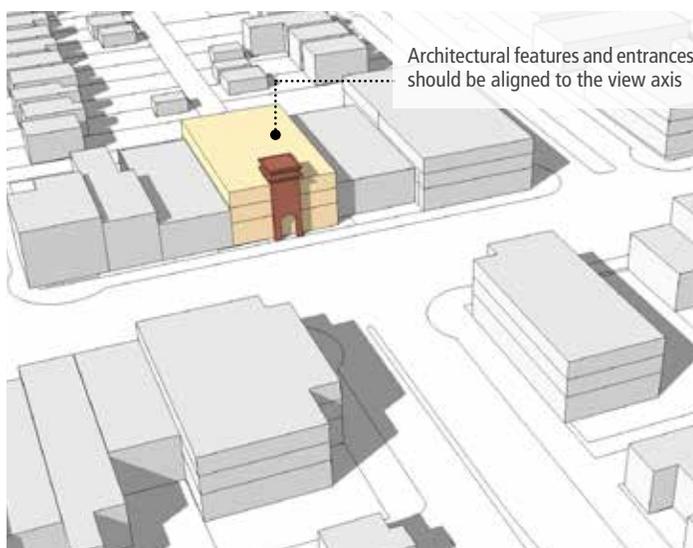
Integrating incompatible high-rises: After

5.7 Key Corner & Terminus Sites

New buildings located at Key Corners or Visual Terminus Sites identified in the Urban Design Framework have a greater visual prominence and civic obligation with respect to urban design considerations.

Design Guidelines

- a. To enhance the distinction and landmark quality of new buildings at these sites, modest exceptions to stepbacks and height for architectural elements should be permitted to encourage designs that accentuate the visual prominence of the site. Architectural treatments can include tall slender elements such as spires and turrets and, in the case of view terminus sites, aligned entries or portico openings.
- b. New development on terminus sites should align design features to the view axis.
- c. New development on corner sites should orient to both street frontages.
- d. As new developments on corner and terminus sites can shape the image and character of an area, the highest possible standards in design and material quality should be encouraged.



5.8 Utilities & Mechanical Equipment

Design Guidelines

Landscaping as a means of screening meters are encouraged.

- a. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible public locations, the utility meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.
- b. Air conditioning units, vents for dryers, exhaust fans, etc., should not be located on any elevation facing the street and where this is not possible, appropriate shielding should be provided.
- c. Mechanical penthouses should be screened and architecturally integrated into the building roof design.
- d. Utility providers are encouraged to consider innovative methods of containing utility services on or within the public realm such as gateways, lamp posts, transit shelters, etc, when determining appropriate locations for large utility equipment and utility cluster sites.



5.9 Loading & Parking

A key objective is to promote walkability within the Centre Street Corridor area. However, it is crucial to recognize that the community will also be accessed and serviced by vehicles. To this end, how parking is accessed and where parking is located in relation to a building or a site will be an important design consideration so as to not undermine the urban design objectives for Centre Street. All parking should be accommodated either on the street, in parking areas located at the rear or side of the building, or below or above ground.

5.9.1 Loading & Parking Access

Design Guidelines

- a. No parking, drive aisles, stacking lanes, or loading should be located between the street and the building, or between the building and an adjacent open space.
- b. Driveways should be shared where possible, between adjacent properties in order to reduce the extent of curb cuts in the streetscape and potential conflicts with pedestrians along the sidewalk.
- c. Rear lanes should be used for townhouse and mixed-use residential developments in order to minimize the number of driveways along the street for small multiple mixed-use sites.
- d. Wherever possible, pick-up and drop-off access should be provided on lanes.



Parking areas should be clearly demarcated from pedestrian walkways through the use of materials and colour

5.9.2 Surface Parking Lots

As much as possible, parking is encouraged in structures below or above grade, otherwise, surface parking areas should be carefully design to ensure that they do not undermine the quality of the public realm or pedestrian environment.

Design Guidelines

- a. Surface parking areas should be located to the rear of properties and generally not visible from public streets, open spaces, and adjacent residential areas.
- b. Direct access to surface parking areas from public streets should be discouraged.
- c. Exposed surface parking areas should be screened from view with elements such as low decorative fencing, architectural features, landscaping buffers and/or other mitigating design measures.
- d. Surface parking areas are encouraged to be paved with light-coloured and permeable paving to reduce stormwater run off and heat island effect.
- e. Where parking lots abut a private street or lane, a landscaped area of at least 3.0 metres wide should be provided and should include trees planted at intervals of 6.0 to 12.0 metres depending on the species and canopy size.
- f. Landscaping including a ratio of one tree per five parking spaces should be used to break up the parking areas and reduce heat-island effect. Landscaping islands should have a minimum width of 3.0 metres.
- g. Landscaping should be used to identify access points and other site features such as public spaces and transit stops.
- h. Landscaping should be used to screen loading and servicing areas where visible from public view.
- i. Pedestrian walkways and landscaping should be incorporated into large surface parking areas along primary vehicular routes within the parking lot to enable safe, clear and direct movement to principal building entrances and to the sidewalk. Shade trees or structures should be provided along one or both sides of a walkway.

- j.** Large parking areas should be broken up into smaller courts to reduce size and impact, including providing walkways for every 8 rows of parking, and limiting parking rows to a maximum of 60 metres (20-23 spaces).
- k.** Walkways should be located between 2 parking rows or flanking a lane.
- l.** Walkways should be adequately lit designed with a minimum of 1.5 metre sidewalk. Main internal pedestrian routes should be enhanced with 3.0m wide landscape areas on one or both sides.
- m.** Where walkways cross drive aisles, they should be clearly articulated through the use of surface materials and colour.
- n.** Shared parking among non-residential buildings to reduce land devoted to parking should be encouraged.
- o.** Siting of buildings and roads should be configured to protect for future infill that replaces surface parking within structured facilities.
- p.** Trees should be planted at least 1.5m from curbs, sidewalks or driveways to buffer them from stress caused by salt, snow storage, vehicle overhang and compacted soil.
- q.** Stormwater mitigation should be integrated into the design of surface parking areas, utilizing measures such as porous or permeable paving and bio-retention areas such as landscaped medians, drainage swales, and overflow ponds.



Pedestrian walkways should be provided in surface parking lots



Landscaping is encouraged to buffer surface parking areas



Parking should be broken up, reducing surface area and heat island effect

5.9.3 Above-Grade Parking Structures

Design Guidelines

- a. Above-grade parking structures should be provided in conjunction with mixed-use developments and discouraged in residential areas.
- b. Standalone facilities are prohibited.
- c. Direct vehicular access from the primary street is discouraged and should be directed to rear lanes or side streets.
- d. Where an above grade parking facility fronts on a street, the ground-level frontage should incorporate retail, public or other active uses.
- e. Above-grade parking structures should be designed in such a way that they reinforce the intended built character and blend into the streetscape through facade treatments that conceals the parking functions.
- f. Above-grade parking structures should utilize high quality materials that are compatible with other mixed-use buildings
- g. Pedestrian access to above-grade parking structures should provide amenities such as awnings, canopies, and sheltered entries.
- h. Stairways, elevators and entries should be clearly visible, well lit and easily accessible.
- i. Signage and wayfinding should be integrated into the design of public parking structures. Integrating public art and the lighting of architectural features should also be considered.
- j. The impact of interior garage lighting on adjacent residential uses should be minimized, while ensuring that safe and adequate lighting levels are maintained.



5.9.4 Private Residential Garages

Where street-oriented house form developments propose private parking garages, they should be front or lane-accessed.

Design Guidelines

1. Front-Accessed Garages:

- a. Front-accessed garages should be discouraged and only permitted where fronting onto existing residential areas that also have front-accessed garages.
- b. Front-accessed garages should not protrude beyond the main front building wall, and should occupy no more than 40% of the width of the building or unit frontage.
- c. Driveways should be paved with light-coloured and permeable paving to reduce stormwater run off and reduce heat island effect.
- d. Driveways should be located away from open space, public walkways, public uses and intersections.
- e. Long driveways that can accommodate exterior front-yard parking should be prohibited.
- f. Driveways should be paired to ensure that paved areas do not overwhelm the street.

2. Lane-Accessed Garages:

- a. Lane-accessed garages can either be detached or attached to the rear of main dwelling.
- b. Where possible, garages should be paired to allow for increased rear yard and landscaped areas.
- c. The maximum number of attached garages should be four.
- d. Detached rear garages should be permitted to accommodate a secondary suite as a second storey.

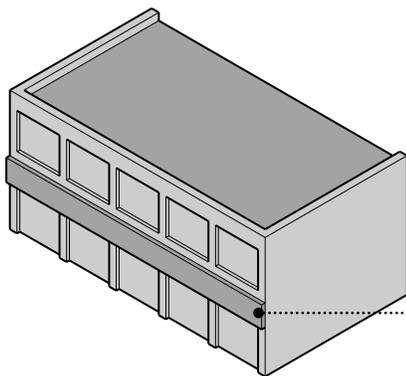


5.10 Commercial Signage

Commercial signage plays an important role in the overall image of any shopping area. Signs should be consistent with the City of Vaughan sign by-law and contribute to the quality of individual buildings and the overall streetscape.

Design Guidelines

- a. All signage should conform with by-laws and regulations.
- b. Commercial signage should not overwhelm the building and/or the storefront.
- c. Back lit illuminated rectangular sign boxes are prohibited.
- d. To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
- e. Signage should not obscure windows, cornices or other architectural elements.
- f. Large freestanding pylon signs, roof signs, and large-scale advertising such as billboards, should be prohibited.
- g. Highly animated and illuminated digital signage should not be permitted where residential uses can be impacted
- h. Signage should aid pedestrians and drivers in navigating the area, especially at night.
- i. Signs should be well maintained and constructed using high quality materials.



Horizontal signage zone



Front-lit horizontal signage band



Projecting signs

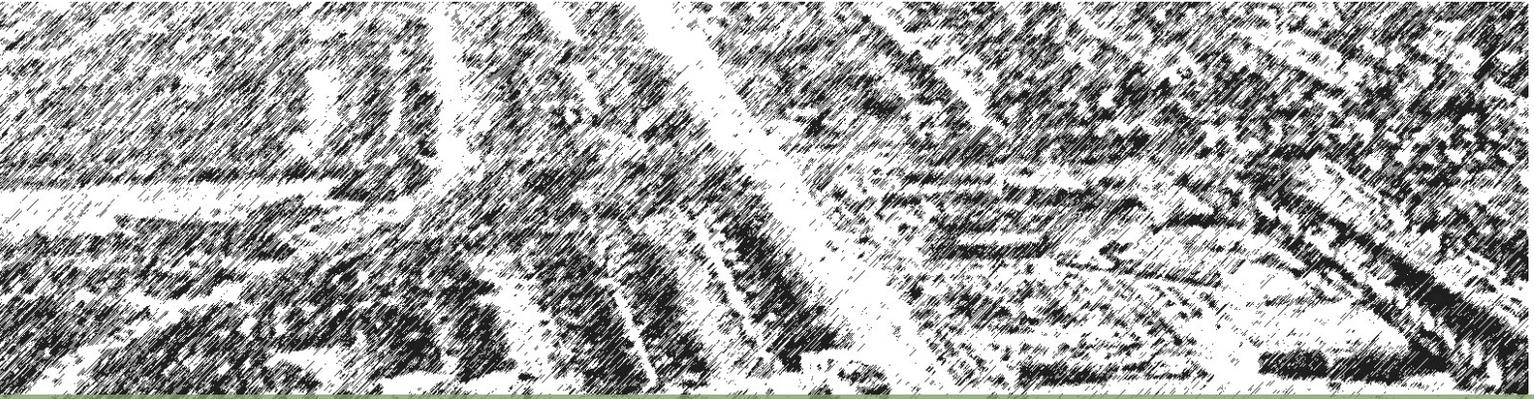
5.11 Architectural & Material Quality

New developments should be mindful of ensuring excellence in architectural design and in the use of high-grade materials, particularly at street-level. A key objective is to achieve a balance between consistencies in design quality and street interface, while enabling individual expression in new developments.

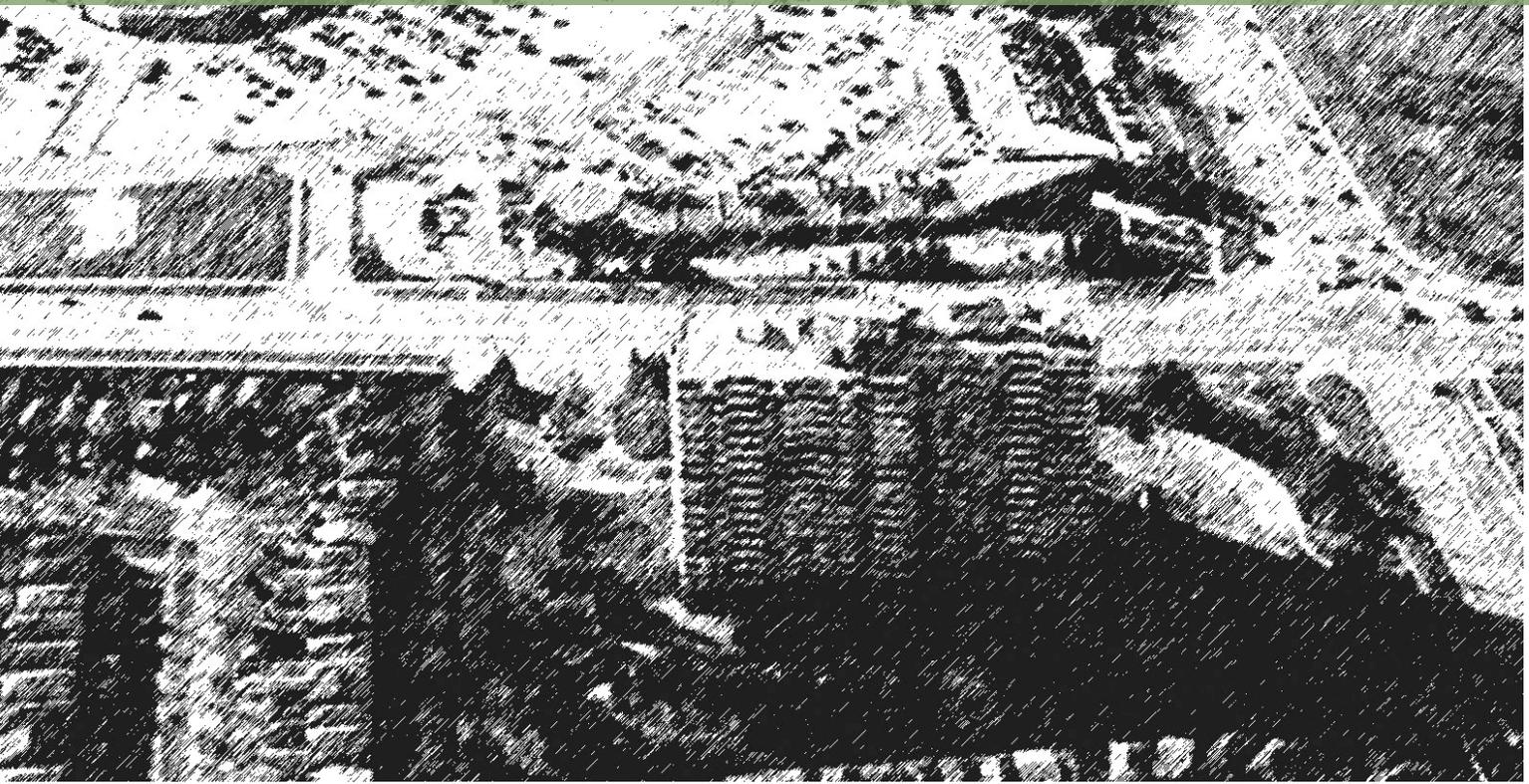
Design Guidelines

- a. New developments should seek to contribute to a mix and variety of high quality architecture.
- b. The greatest attention to design detail and material quality should be paid to the first 3-storeys of any development.
- c. Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.
- d. Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete, and pre-cast concrete.
- e. In general, the appearance of building materials should be true to their nature and should not mimic other materials.
- f. Materials used for the front façade should be carried around the building where side facades are exposed.
- g. Stucco and EIFS should not be used as a principle wall material at the lower levels of a building.
- h. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged.





Green Infrastructure identifies the various built form and public realm initiatives and programs that can further complement the Corridor’s sustainability goals.





Sustainable Development Guidelines

While sustainability is an overarching objective for Centre Street Urban Design Guidelines, this section provides more detailed guidance for green infrastructure and building practices.

As part of the strategy to achieve a high level of sustainability in regards to the reduction of energy, water and waste within the Centre Street Corridor, these Guidelines apply to both the private and public realm.

It is important to note that sustainability objectives are especially important for the Centre Street corridor given the area is flood vulnerable. Specifically, the Fisherville Creek, which traverses the west portion of the corridor, is part of the Don River Watershed and is prone to flooding.

6.1 Energy Efficiency

1. Where feasible, alternative energy delivery systems should be provided, such as renewables-based district energy for heating and cooling. District energy is the technology for providing heating (or other forms of energy) from a central plant to multiple users, and can conserve resources and reduce air emissions.
2. Where feasible, alternative community energy systems such as geo-exchange, sewer heat recovery, and/or inter-seasonal thermal energy should be provided.
3. Green roofs are encouraged for buildings, especially for high-density residential, office buildings, as well as large commercial buildings. A green roof can help minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality. In high-density residential buildings, they should be designed as amenity areas. Alternatively, they could be designed as extensive green roofs, which are inaccessible to the public, and appropriate for employment buildings.
4. All surface driveways and parking areas are encouraged to be paved with light-coloured material to reduce the heat island effect.
5. Reflective or light-colored roofs should be encouraged for multi-unit residential units above 5-storey, employment, office, and public or institutional buildings, in order to reduce solar heat absorption and energy demand.
6. Light-colored material for all hardscape including parking areas, pedestrian walkways and urban squares should be used for development with paved surfaces in order to reduce solar heat absorption and energy demand.
7. At the site plan level, ninety percent of the building floor area of all non-residential buildings, mixed-use buildings, and multi-unit residential buildings 5-storeys or more, are encouraged to improve energy demands by 40% over the Model National Energy code for Buildings (MNECB) through third-party certification.



Light coloured paving surfaces reduce solar heat absorption and energy demand, and large trees provide shade and reduce heat island effect



Public charging stations for electric vehicles

8. At the site plan level, non-residential buildings, mixed-use building and multi-unit residential buildings 5-storeys or greater, are encouraged to be designed to meet at least the Certified performance level of the LEED NC (New Construction) rating system and, where possible, are encouraged to meet higher LEED NC ratings.
 9. Other third-party certification and rating programs may be considered.
 10. To minimize energy consumption and encourage the integration of passive building systems, buildings should be oriented, to maximize the potential for sunlight and natural ventilation.
 11. Charging stations that would supply electricity for electric vehicles are encouraged in developments. Charging stations could be provided in parking areas of mixed-uses, office, employment, institutional or employment uses, or within underground garages for multi-storey residential buildings or other residential buildings.
 12. The strategic use of deciduous trees is strongly encouraged as part of a free cooling strategy to help with evapotranspiration and shading. To ensure the health and longevity of trees, adequate soil volumes are required.
 13. Building designs are encouraged to utilize opportunities associated with large expanses of roof areas to implement solar thermal and photo voltaic systems, as well as water harvesting systems.
2. Water efficient landscaping for high-density or mixed-use blocks should use native and/or drought resistant planting to reduce the amount of watering needed.
 3. Grade related residential unit driveways should be paved with permeable material to reduce stormwater run off.
 4. At site-plan level, development on larger sites such as multi-unit residential buildings 5-storeys or greater, office buildings, employment buildings, public or institutional sites, should be encouraged to increase the level of porosity in order to promote at-source stormwater management, reduce peak flows and lessen the dependence on end-of-pipe facilities such as storm water management ponds. Pervious areas can include landscaped areas and/or areas containing permeable paving.
 5. In order to reduce the volume of run-off into the storm drainage system, surface water runoff flows should be directed to landscaped areas and the use of hard surfaces should be minimized.
 6. Innovative sustainable technologies in the capture, conveyance, and treatment of storm run-off to reduce potential pollutants/contaminants are encouraged.
 7. Low maintenance and drought resistant landscaping is encouraged.

6.2 Water Efficiency & Management

1. Irrigation of all public open spaces/structures should implement a rainwater harvesting program, and can include the use of cisterns, rain barrels, underground storage tanks, and/or infiltration trenches provided water balance objectives are met.



Bioswales can be integrated along roads, planted with native plants that absorb large quantities of water.

6.3 Material Resources & Solid Waste

1. A minimum of 25% of recycled/reclaimed materials is encouraged to be used for new infrastructure including roadways, parking lots, sidewalks, unit pavers, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.
2. All buildings should utilize best practices for design and construction techniques in order to reduce the amount of construction waste produced.
3. Green building materials should be used to reduce impacts on the environment. Building materials should be purchased and/or obtained from responsible, ethical, and whenever possible, local sources.
4. The use of recycled and reclaimed material for new buildings is encouraged in order to reduce the negative environmental effects of extracting and processing materials.
5. In large buildings, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings, provision of on-site composting for the units or tenants is encouraged in order to reduce the amount of solid waste.
6. In large buildings, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings, on-site recycling facilities for handling, storing, and separation of recyclables should be provided.

6.4 Lighting

1. Lighting should be downcast with full cutoff to reduce light pollution and address night sky condition.
2. Exterior lighting spill over onto adjacent properties or the street should be minimized.
3. Electric energy supply in the public realm should consider opportunities for renewable energy use such as solar powered lighting for natural trails and park pathways.
4. Street lights should be designed to reduce energy by at least 15% of baseline annual energy use through such means as the use of high efficiency street lighting.
5. High efficiency lighting should be incorporated into the interior and/or exterior areas of a development, such as in common areas for multi-unit housing, employment buildings, or schools.
6. For residential buildings, external lighting should incorporate lighting controls that use motion sensors and/or timers to improve energy efficiency.
7. To minimize bird/building collision instances, the guidelines of Fatal Light Awareness Program (FLAP) should be encouraged in the development of tall buildings, and influence design decisions on material selection, glass type selection for windows, and night lighting strategies.



Photovoltaic lighting

6.5 Bio-Diversity

GOOD RULE = No more than 30% from a single plant family; 20% of a single genus; 10% of a single species

1. Species

- Tree species should alternate within the street, so that there are never instances of mass linear plantings of the same species.
- Plant pests are generally species-specific, so this guideline will ensure that there are never conditions prevalent for a pest to destroy all trees on a street.
- Species diversity ensures that we avoid the realities of previous generations, such as the loss of Elms due to Dutch Elm Disease, or Chestnuts, due to the Chestnut Blight.

2. Habitat

- Trees provide habitat for our urban mammals and birds.
- Furthermore, different trees provide different habitats for different animals.
- Therefore, it is critical to maintain a diverse canopy so that all of the different urban animals can live, as opposed to favouring the particularly resilient urban mammals.

3. Climate

- As the climate shifts, the urban forest species composition also shifts.
- New species are now growing, where they were previously out of their hardiness zone, and species that used to grow well, are now suffering ailments, they were previously unused to.
- Expanding the species palette used, ensures that we are building in maximum resiliency to this planting scheme.

4. Size

- Planting different calipers helps with the general resiliency of the urban forest, as typically the larger the caliper, the more the tree will suffer transplant shock.
- Planting a mix of caliper sizes ensures that the smaller trees will take immediately, while the larger specimens can develop at their own pace, toward a healthier streetscape.
- For example, if it is decided that 70mm calipers are to be planted, we recommend a range of 60s, 70s, and 80s.

5. Pollinators

- It is important to plant not just a variety of tree species, but specifically a variety of flowering hardwoods, that flower at different times of the year as to favour the needs of all the urban pollinators, so that they have a pollen source throughout the growing season, particularly the very early spring, as well as late summer, and even autumn.
- The species palette will reflect an array of flowering times.

6.5 Sustainable Programs

Sustainable programs that are available to residents and employees alike are encouraged.

6.5.1 Education Packages

1. Owner/tenant education packages regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots should be provided at the time of purchase or rental.
2. Encourage home ownership affordability for low-income families through the provision of sites for non-profit or charitable Home ownership Programs.

6.5.2 Transit Programs

1. Car sharing programs are encouraged for residents of high-density residential buildings. Dedicated parking spaces for sharing programs should be provided, and located in close proximity to building entrances with clear signage.
2. Car pooling should be encouraged. Dedicated parking spaces for car-pooling should be provided, and located in close proximity to building entrances with clear signage.
3. Dedicated parking spaces for hybrid/fuel efficient or similar vehicles in high density residential and employment areas should be provided, and located in close proximity to building entrances with clear signage.
4. The availability of transit programs should be publicized to new homeowners and employees as part of an information package provided by builders and employers.

6.5.3 Cycling Facilities

1. Bicycle parking and/or storage for residents, employees and/or visitors shall be required in all commercial, office, mixed-use buildings, residential apartments, and in other multi unit residential with common garages.



Dedicated parking spaces for car sharing



Public bicycle parking racks



2. Bicycle parking and/or storage should be secure, enclosed, and easily accessible to residents and/or employees. Informational signage should be provided.
3. Secure, outdoor bicycle racks should be strategically located at destination points, including public squares, public buildings, and parks.
4. Outdoor bicycle racks should be located in a highly visible, easily accessible, and well-lit location, ideally in close proximity to primary entrances.
5. For non-residential and mixed-use buildings trip-end facilities for each gender, with showers and change rooms, are encouraged



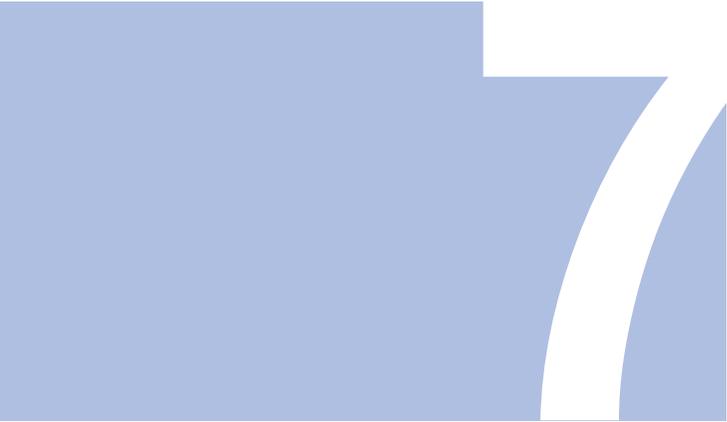
Bicycle parking should be located close to building entrances

6.6 Innovation in Design

In order to encourage exemplary performance above the requirements set out in this document, innovative design is strongly encouraged and should be recognized.

Innovative elements and performance should, in writing, identify the intent of the proposed innovation, demonstrate and describe the design approach and strategies utilized to achieve sustainable performance measures that exceed(s) those set out in this document.





Demonstration Sites



7.1 Introduction

The following section provides illustrations of the potential long-term build-out for all or portions of three of the Character Areas along the Centre Street corridor:

1. The **Village** area between New Westminster Drive and Vaughan Boulevard
2. The **Esplanade** area between Vaughan Boulevard and Concord Road
3. The **Promenade Mall** lands within the Town Centre area

The Village and Esplanade areas were selected because they are currently under significant development pressures and were subject to a land use study that explored the development opportunities in great detail.

On the other hand, the lands south of Centre Street comprising mostly of the Promenade Mall are not currently contemplated for development but hold great potential for high-density, mixed-use intensification that is supportive of the pedestrian and transit oriented environment envisioned for the Town Centre. As there is currently no guiding framework in place for when and if change is to occur on these lands, this demonstration concept serves to inspire and inform any future study or development proposal.

In all cases, these demonstration concept plans illustrate how development might take place in a manner and character that is consistent with these Urban Design Guidelines, and bring to fruition the objectives set out for the each of the Character Areas in Section 3.1. However, there are other potential scenarios that may be considered that also meet the same objectives and thus these concept serve only to illustrate an example of the intended outcomes for if and when development on these lands is to take place.

7.2 Demonstration Concept for the Village Area

Existing Conditions

The Village is generally bounded by New Westminster Drive to the east and Vaughan Boulevard to the west, the rear yards of the residential area on the south side of Centre Street, and the rear and flank yards of the homes along Katerina Avenue and MacArthur Drive to the north. These lands are currently comprised of a variety of commercial uses in automobile-oriented formats, including several plazas, a grocery store and service station. Large surface parking are generally located in the front or side yards with servicing and loading at the rear. A vacant site is located at the northeast corner of Vaughan Boulevard and Centre Street.

Demonstration Plan

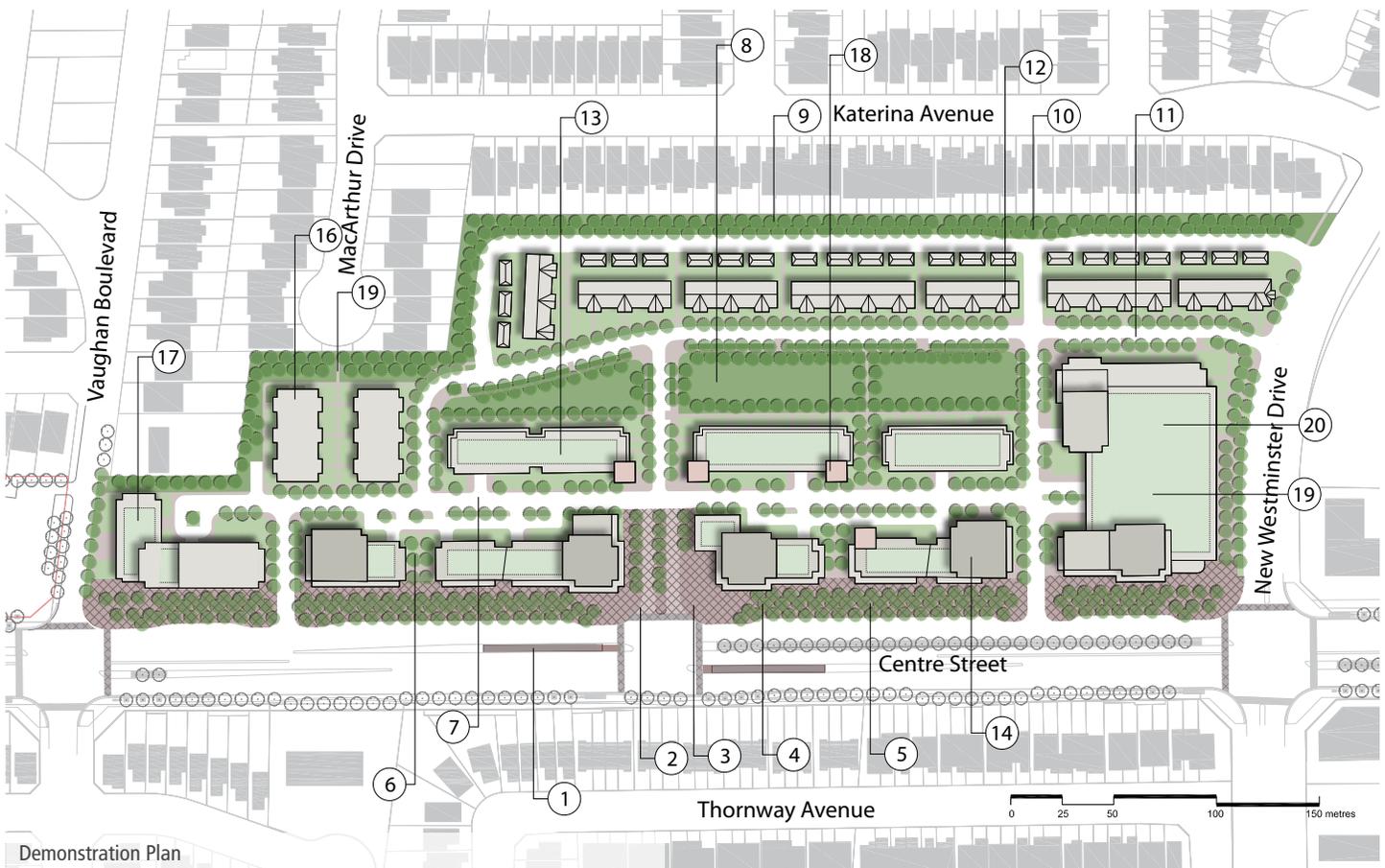
1. Proposed transit way stations
2. Gateway streetscape treatment with a central landscaped median
3. Urban Square to serve as a community gather space and framed by shops and restaurants
4. Broad building setbacks along Centre Street to enable an appealing retail promenade with multiple rows of trees
5. Lay-by on-street parking
6. Mid-block pedestrian connections to enhance walkability
7. Rear lanes to access parking and loading areas
8. A large central linear park defined by streets and building frontages
9. A landscaped buffer to existing homes with a double row of trees and walkway
10. Widened and heavily landscaped buffer at end of street to minimize impact of headlights
11. New local street connections with on-street parking
12. Townhouses served by rear lanes to transition to existing homes





Demonstration Sites

13. 6-storey residential buildings with below-grade parking and at-grade-access units fronting onto the central park
14. Mixed-uses along Centre Street comprised of 8-storey podium buildings with parking below grade, retail at-grade and 10 to 12-storey point towers
15. A new grocery store and above-grade public parking integrated into a mixed-use development that sleeves these functions with smaller shops at the street level and residential uses above
16. Stacked townhouses with below grade parking to transition to existing homes
17. Buildings step-down to 3-storeys with at-grade access residential units to reinforce the residential character of Vaughan Blvd
18. Architectural treatments at key view corridors to orient pedestrians
19. Mid-block pedestrian connection to provide access to MacArthur Dr
20. Green roofs and amenity areas are provided on large flat surfaces above-grade



7.3 Demonstration Concept for the Esplanade Area

Existing Conditions

The Esplanade is generally bounded by Vaughan Boulevard to the east, Concord Road to the west, the rear yards of the residential area on the south side of Centre Street, and the rear and flank yards of the homes along Lawrie Road to the north. Relative to other Character Areas, these lands are most constrained for development due to the relatively shallow lot depths and proximity to Neighbourhood areas. Currently, they are comprised of mostly modest residential homes set far back from the street, some of which are vacant or containing office or commercial uses. Recent developments include a 2.5 to 3-storey office/commercial buildings.

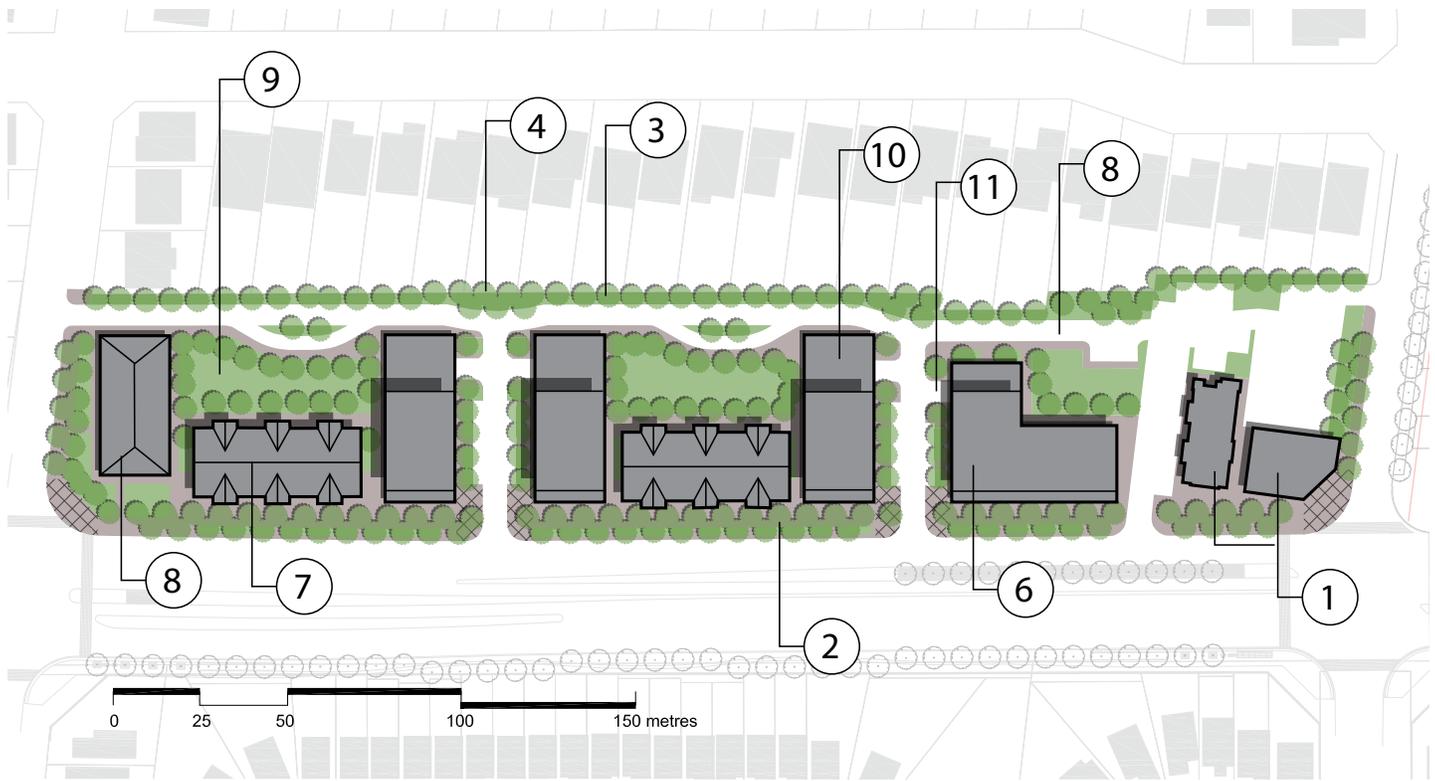
Demonstration Plan

1. Existing 2-5 and 3-storey office buildings
2. Broad building setbacks along Centre Street to enable an appealing retail promenade with multiple rows of trees
3. A landscaped buffer to existing homes
4. Widened and heavily landscaped buffer at end of access streets to minimize impact of headlights
5. Continuous rear lane to access parking and loading areas and to minimize driveways along Centre Street
6. 4 to 5-storey mixed-use buildings with small scale retail at-grade and residential and/or office use above
7. Some buildings include sloped roofs to reinforce a residential character
8. Buildings step-down to 2.5-storeys to reinforce the residential character of Concord Road
9. Green amenity areas enabled by below-grade parking made feasible by higher densities
10. Buildings step down to 2-storeys at the rear to transition to existing homes
11. Access to below-grade parking located at the sides of building to minimize impacts on existing homes





Demonstration Sites



Demonstration Plan

7.4 Demonstration Concept for the Promenade Mall Lands

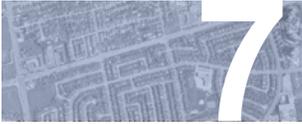
Existing Conditions

The lands centred on the Promenade Mall are generally bounded by Bathurst Street to the east, New Westminster Drive to the west, Centre Street to the north, and Clark Avenue West to the south. The Promenade Mall is surrounded by large surface parking areas and a ring road, while at the periphery are a variety of smaller scale commercial uses, row houses, mid and high-rise apartments in tower-in-park forms, as well as open spaces and institutional uses.

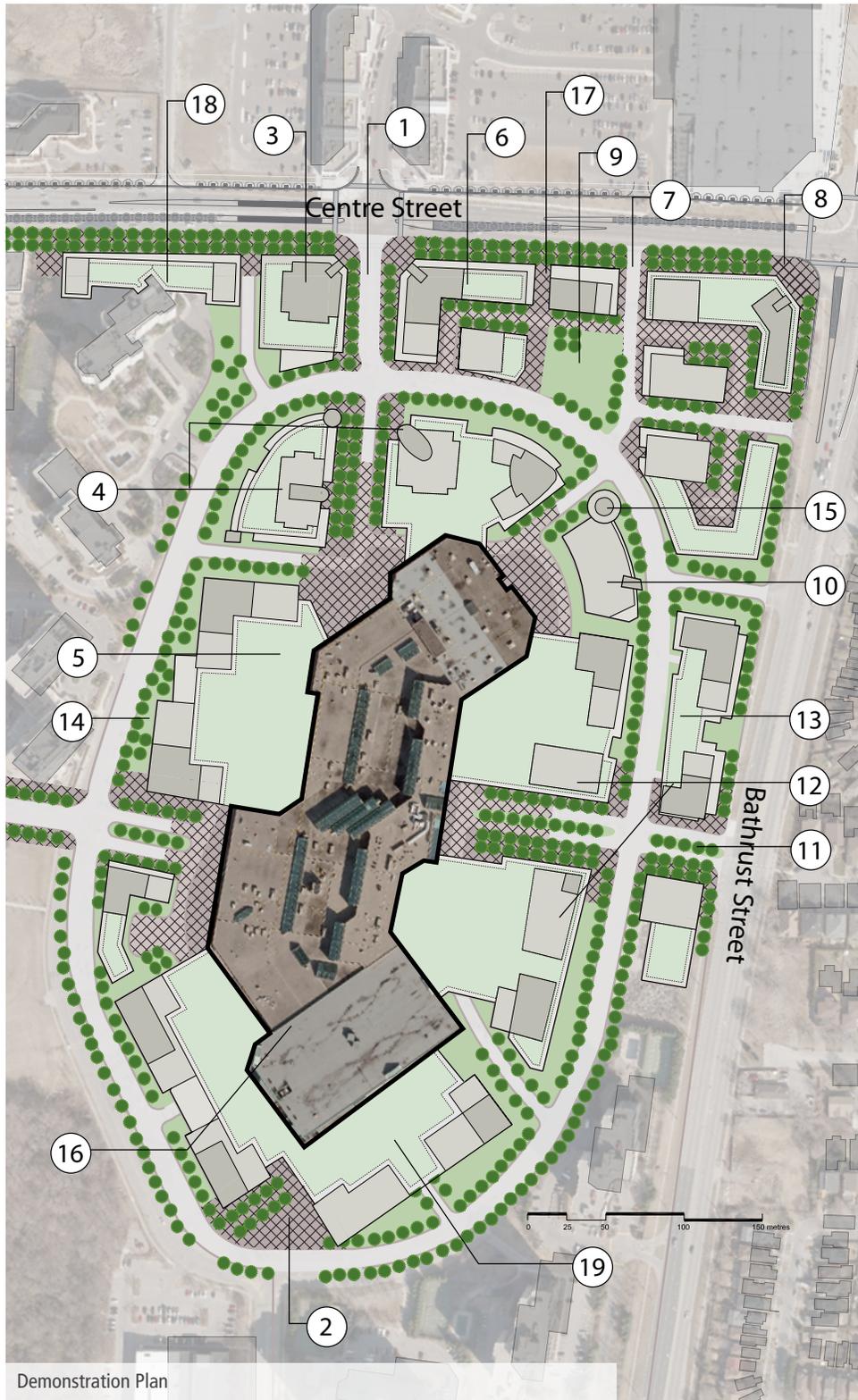
1. The pedestrian-oriented streetscape and retail character of Disera Drive is extended south of Centre Street and terminating at a new Urban Square at the north entrance into the Promenade Mall
2. Urban Squares that can be utilized for community gatherings, events and markets are located at all the key entrances to the Promenade Mall
3. The Bus Transit Terminal is integrated into a mixed-use office development
4. Office towers that introduce employment uses into the area are located in proximity to retail and transit
5. Surface parking areas are replaced with structured parking garages that are sleeved with mixed-uses
6. Mixed-uses along Centre Street comprised of mid to high-rise buildings with below-grade parking, retail at-grade, residential uses above and serviced by rear lanes
7. New local street connections with on-street parking break up the large blocks and enhance walkability
8. Feature landscaped area to reinforce the Gateway at Bathurst Street
9. A new park to serve the surrounding residential and employment population
10. A potential institutional or cultural centre associated with an Urban Square to introduce other attractions to the area



Existing Conditions



11. Gateway streetscape treatment with a central landscaped median
12. Office towers are located at the main east entrance to balance the employment uses in the area
13. Continuous retail-at grade leading from Disera Drive to the east gateway to enhance the pedestrian experience between the Centre Street transit corridor and the mixed-use infill development areas
14. Residential uses with at-grade access units along the west and south edges to be consistent with existing uses across the street
15. Architectural treatments at key view corridors and key corners to orient pedestrians
16. The existing Promenade Mall is retained and enhanced with surrounding infill development that introduces a large working and living population within walking distance of the shopping centre
17. Mid-block pedestrian connections to provided strengthen connections and enhance walkability
18. Potential low-rise commercial infill on existing tower-in-park residential developments to improve the Centre Street frontage
19. Green roofs and amenity areas are provided on large flat surfaces above-grade





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Implementation



The purpose of the Centre Street Urban Design Guidelines is to provide clarity and direction with respect to intended public realm and built form outcomes as the corridor transitions into a more coherent and appealing urban environment. These Guidelines provide direction to potential applicants that propose developments, but also to the City with respect to assessing proposals and to ensuring the creation of a supportive public realm. To this end, the following provides key recommendations for implementing and applying the Urban Design Guidelines.

Adopt the Guidelines & Enforce through Policy & By-laws

The Urban Design Guidelines should be adopted by Council, and where possible reflected in amendments to Official Plan policies (Volume Two) and the zoning by-law. In doing so, the City is able to require and enforce many of the requirements set out in the Guidelines, and/or can ensure consideration for them. Guidelines that provided quantitative measures can more easily be translated into these documents, while qualitative aspects can be left to the discretion of the development officer and/or with recommendations from the Design Review Panel (see below).

If the Guidelines are to remain outside of the statutory planning instruments, they should be specifically referred to in the Official Plan, and the City should ensure that new developments are 'consistent with' the Guidelines.

Require Site Plan Approval & Require Adequate Supporting Information

As enabled by the Vaughan Official Plan, all developments in the corridor should be subject to Site Plan Approval to ensure consistency with the Guidelines through the development approval process. To adequately assess development proposals against the Urban Design Guidelines, the City ought to require that applications provide comprehensive information and drawings with adequate detail. This detail will also be of great assistance to the Design Review Panel in reviewing and making recommendations on applications. Depending on the nature and scale of the development proposed, some of this information can include:

- Road and block layout with cross-sections (for large sites that propose an internal street network)

- Architectural Control Guidelines (for large sites with multiple builders)
- Computer generated massing model of the proposal and its existing and proposed context
- Shadow Studies (for mid-rise and high-rise proposals) that illustrate the cumulative shadow impact of the proposal on March 21st, June 21st, September 21st and December 21st
- Wind Impact Studies (for mid-rise and high-rise proposals) that measure the cumulative impact at the street level
- Plans, sections and elevations, including context, floor plans, roof plan, sections and elevations that include an angular plane where subject to one
- Landscape plan that provides details on streetscaping, paving and planting design and materials
- Detailed and coloured elevations at a minimum of 1:50 scale for the base or first 6-storeys of the proposed building and that include details on design and materials
- Perspectives at the street level

Significant Projects should be Subject to the Design Review Panel

All development proposals of significance should be subject to review by the City's recently established Design Review Panel. Particularly on more qualitative matters, the Panel can provide valuable insight and design expertise in assessing the applications and making recommendations for improvements consistent with the Urban Design Guidelines. Where proposals may not meet the benchmarks or guidelines, the Panel can be especially helpful at assessing whether the intent and spirit of the Guidelines are met and/or suggesting changes that may be necessary to bring the development in line with the urban design objectives.

Utilize Section 37 to Help Implement Public Realm Improvements

As enabled through the provisions of Section 37 of the Ontario Planning Act, the City may permit developments that exceed the regulated height or density limits in exchange for defined community benefits. Aside from taxation, development charges and what may be negotiated through development agreements, this is the only other mechanism available to the City for securing contributions from development that can be earmarked for enhancing the public realm such as streetscaping Centre Street, public squares or public art.

There are appropriate locations along the Centre Street Corridor where developments subject to S.37 may be considered at the discretion of the City and to the extent that they remain consistent with area planning policies and these Guidelines. These sites are generally within the Town Centre area and potentially fronting Centre Street where no adverse impacts on established neighbourhoods as a result of modest increases in height or density can be demonstrated. The Vaughan Official Plan contains empowering policies for the use of S. 37, and additional considerations include:

- Community benefits and the associated increase in height and/or density must be set out in the implementing zoning by-law, specific to the individual development.
- Section 37 community benefits include specific capital facilities or cash contributions to achieve specific capital facilities. Those community benefits are to be over and above any costs funded through Development Charges.

Furthermore, to avoid the potential for abuse or perceived abuse, the empowering policy in the Official Plan needs to be very precise in its direction. Official Plan policy should clearly establish:

- Where Section 37 may be applied within the municipality (“may” is used here to recognize the discretion of the municipality – where Section 37 may be applied should be clearly articulated in the Official Plan).
- The qualification criteria through which Section 37 may be considered by the municipality (‘may’ is used here again to recognize that the discretion for the use of Section 37 always lies with the municipality).
- The maximum height and/or density that will be considered acceptable to the municipality, regardless of the whether Section 37 is applied or not.
- The list of potential community benefits that the municipality may wish to achieve through the application of Section 37 (‘may’ is used here to ensure that the municipality can choose the public benefit it wishes to achieve on a site by site basis).

Furthermore, Official Plan policy should ensure that where a height and/or density bonus is achieved, that the community benefit must be used on a property or projects in proximity to the subject development.

Consider the Establishment of a Business Improvement Area

A well-utilized strategy in commercial districts across North America, establishing a Business Improvement Area enables an additional levy on commercial properties to be used for area improvements that would benefit the businesses. Given that with the improved streetscaping of Centre Street, the ongoing promotion, landscaping and maintenance of the street may be better left under the control of local businesses. To establish a BIA, the majority of property owners would need to agree and this may be a more likely scenario following the completion of rapid transit corridor.

Undertake an Urban Design Study to Guide Change to the Promenade Mall Lands

The Promenade Mall lands occupy an extensive area and hold great potential for infill or redevelopment that is more transit supportive and conducive to an appealing pedestrian environment. Whether this is to occur in the near or long-term, the City ought to take a proactive role in establishing the guiding framework for the development of these lands. In doing so, the evolution of these lands into a coherent environment can be ensured that also clearly articulates key urban design objectives such as ensuring a walkable street and block network, open space amenities and appropriate built form. Accordingly, the City should initiate an urban design study involving the landowners, stakeholders and broader community in establishing an area-specific guiding framework, guidelines and supporting policies.

